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DUNLOP
LOCAL BRANCH.
Pedder Bldg.

OFFICIAL CENSUS TO BE TAKEN IN COLONY. FIXED FOR MARCH 7 NEXT.

FULL DETAILS OF RETURNS REQUIRED.

NEW ORDINANCE.

Simultaneously with the issue of the draft of an Ordinance to make provision for taking from time to time the Census of the Colony, designed to replace the Census Ordinance, 1881, which is repealed, His Excellency the Governor in Council has ordered a Census to be taken on March 7, 1931 "in respect of all persons in the Colony who are alive at midnight on that day."

Returns are required with respect to:

- Persons present at midnight on the Census day in a dwelling, lodgings or rooms, separately occupied by any private household or of which they are members (including paying guests or boarders), or employees.
- Persons present at midnight on the Census day on the premises of any hotel, club, boarding-house or common lodging or other lodging-house.
- Hospitals, Etc.
- Persons present at midnight on the Census day on the premises of any public or private hospital, sanatorium, convalescent or nursing home, infirmary, asylum, religious or charitable community, residential institution of any other kind.
- Persons belonging to the naval, military or air forces of the Crown, and any other persons, present at midnight on the Census day on any vessel or in any barracks, station, or other premises under naval, military, or air force discipline.
- Prison Population.
- Persons present at midnight on the Census day on any ship, boat, barge or other vessel in any inland waters or engaged in any coastwise or fishing voyage, or lying moored or anchored in any place.
- Persons present at midnight on the Census day on the premises of any civil prison, lock-up or other place of detention.
- Persons who, not having been enumerated elsewhere for the purpose of the Census, arrive at any of the places or premises above mentioned after midnight on the Census day and before the returns in respect of persons present on or in such premises or places are required to be delivered up.

Particulars Required.

Particulars required in the return include the relationship of the inmates to the head of the household, age and sex, birthplace and nationality, race, length of residence in the Colony, degree of education, and profession or occupation.

Penalties for false returns are limited to three months' imprisonment or a fine of \$100.

The Colony will be divided into districts for the purpose of the census and the cost will be defrayed out of the Revenues of the Colony.

NANKING'S TAX ON TRADE.

HOW THE IMPOST WILL BE OPERATED.

Nanking, Jan. 16.

The State Council has announced regulations governing the imposition of the new trade tax which will be enforced in Canton, Peking, Tientsin, Shanghai and the Provinces.

The Nanking edict states that the tax will be collected on a basis of not more than \$2 out of every \$1,000 worth of business transacted.

Following the enforcement of the tax the existing taxes on slaughter houses, tooth-brush manufacturing firms, and pawn shops will be abolished. Banks, universal providers, firms selling liquor and tobacco and certain other firms will be exempted. All firms with a capital of less than \$500 will be freed from the tax.

COLONY'S BALANCE DECLINES.

HIGHER REVENUE OFFSET BY OUTGOINGS.

GOVERNMENT COSTS.

The drain on the finances of the Colony resulting from the large sums now needed for payment of civil servants' salaries is reflected in the latest statement of the Colony's revenue and expenditure. This is for the period ended September 30th last, on which date the credit balance had shrunk to \$9,338,406, compared with \$10,007,229 at the end of August.

The reduction of the credit balance has occurred despite the fact that revenue for the month of September and for the period between January and September shows an increase.

Revenue during the month totalled \$1,838,552, as compared with \$1,352,387 for September, 1929, but the expenditure amounted to \$2,507,376, as against \$1,559,941 in the previous year.

The total income for the nine months of the year was \$18,631,556, compared with \$16,996,284 in 1929, but expenditure advanced from \$14,679,852 to \$18,955,002. Substantial increases are registered under every heading.

UNITED STATES OF EUROPE.

DISCUSSION OPENED AT GENEVA.

Geneva, Jan. 16.

Twenty-two European Foreign Ministers, with experts, assembled under the presidency of M. Briand, the French Foreign Minister, today, at the opening of the Committee on European Union.

M. Briand declared that France remained faithful to the plan for European Federation.

Herr Curtius (Germany) referred to German unemployment and the need for capital as the basis of her interest in European economic cooperation.

Signor Grandi (Italy) favoured the inclusion of Turkey and Russia.

Mr. Arthur Henderson (Britain) expressed the opinion that this suggestion needed careful consideration.

TWO FATAL MOTOR MISHAPS.

MAN AND LITTLE GIRL KILLED.

Two fatal motor mishaps occurred yesterday.

In one case, a Sanitary Department motor van, No. 849, run over a Chinese at Smithfield, Kennedy Town, causing injuries from which the victim, whose name was Lau On, died at the Government Civil Hospital soon after admission.

The second mishap concerned Ling Mui, a 12-year-old girl, who was knocked down and killed on the spot by a motor-lorry No. 302. The accident occurred at the junction of Queen's Road West and Water Street.

SMALL FIRE IN KOWLOON.

COOLIE SLEEPING QUARTERS GUTTED.

Damage to the extent of \$300 was done when a fire completely gutted a small store attached to coolie quarters in Shantung Street at about 8.30 p.m. yesterday.

The premises were owned by Chai Kun, a building contractor, and were used as sleeping quarters by coolies. The fire is believed to have originated as the result of the careless throwing away of a lighted match.

Three engines were despatched from the Kowloon and Mongkok stations, and the blaze was soon got in hand. There were no casualties.

Gassed by a charcoal fire which had burning in his room with the door and window closed, Kwok Yung (30), a cook-boy in the employ of Mr. Williams, of Tai Po Kau, was admitted into the Kwong Wah Hospital yesterday morning, in a serious condition.

PLENARY SESSION SPEECHES.

FINAL GATHERING OF CONFERENCE.

CLOSURE ON MONDAY WITH PREMIER'S OUTLINE.

GENERAL APPROVAL.

London, Jan. 16.

The work of the Indian Round Table Conference was today reviewed in further speeches by delegates to be concluded on Monday. Appreciation of, and gratitude for, the sympathy and the interest displayed by the members of the British Parliamentary delegation were expressed by the delegates from India.

Special tributes were paid to the statesmanship and courtesy shown by the Prime Minister, the Lord Chancellor, Lord Sankey, and the Liberal leader, Lord Reading, while the Secretary for India, Mr. Wedgwood Benn and the Chairman of the various Committees were warmly thanked.

The Prime Minister, presiding, moved a resolution stating that the reports of the nine Sub-Committees were provisional, though, together with the recorded notes attached, they afforded, in the opinion of the conference, material of the highest value for use in the framing of a Constitution, embodying as they did a substantial measure of Agreement on the

BRISTOL ELECTION RESULT.

Labour Retains Seat By Big Majority.

SOLICITOR-GENERAL IN.

London, Jan. 16.

The result of the East Bristol bye-election, caused by the death of Mr. W. Baker (Labour), was declared tonight as follows:

Sir Stafford Cripps (Lab.)	19,261
Mr. Chapman Walker (Con.)	7,937
Mr. Baker (Liberal)	4,010
Lab. maj.	11,324

In 1929, in a straight fight, Mr. Walter Baker (Labour) obtained 24,197 votes and Mr. C. G. Spencer (Liberal), 12,576.—*Reuter.*

main ground plan and many helpful indications of the points of detail to be further pursued. The Conference felt that arrangements should be made to pursue without interruption the work upon which it been engaged.

Supreme Court.

Replying to a question regarding the establishment of a Supreme Court, Lord Sankey said that in the Federal Constitution such as was proposed, a Federal Court was an essential element. The exact jurisdiction of the Court could be settled later, and, in his view, would not be a difficult task, although there were many details for discussion.

He advised the Conference to pass the resolution affirming the principle and leaving other questions open for further determination.

The Conference indicated its approval.

The Maharajah of Rewa said that an atmosphere of goodwill had prevailed throughout. The creation of that atmosphere was, in itself, a substantial achievement, and one which would go far to assist in the solution of the many problems of detail, yet awaiting the Constitution-makers.

The proposal had been welcome and accepted by the Indian States delegation, but it had not yet been accepted by the individual Princes.

THE LUCIA INCIDENT.

COURT-MARTIAL IN FOUR CASES.

OTHERS TO WAIT.

London, Jan. 16.

As a result of the Court of Inquiry at Devonport Dockyard into the incident aboard the submarine mother-ship H.M.S. Lucia on January 4, the Admiralty has decided to court-martial four men, and to deal with the others summarily after the court-martial.

In the meantime, the malcontents will be confined to barracks.

It is understood that the court-martial hearing will be public.

Thirty men were involved in the affair. They so far forgot their duty, said an official communique, as to remain below and shut themselves in when ordered to parade on deck for duty.

Their alleged grievance followed the cancellation of the usual week-end leave, the men being required to work on Sunday morning in order to prepare H.M.S. Lucia for departure to join the Atlantic Fleet.—*Reuter.*

STABILISATION OF SILVER URGED.

VIGOROUS ARTICLE BY LONDON WRITER.

RESTORATION AS STANDARD OF VALUE.

TRADE IN FAR EAST.

The restoration of the purchasing power of silver, of China's place in the commercial markets of the world, is receiving attention in Great Britain. Bi-metalism is suggested as the remedy, the demand being for the stabilisation of silver at three times its present value.

Mr. G. Ward Price, writing in the *Sunday Pictorial*, says: "To have too much wealth is, for the purpose of trade, almost as bad as having none."

I found myself in a country town one evening lately with no other money in my pocket but a ten-pound note. I wanted to buy a shilling packet of cigarettes. Nobody could, or would, change my banknote. I had to go without my cigarettes, and the local tobacconists lost my custom.

Similar conditions, on a world-wide scale, are responsible for the present paralysis of international trade. Some countries have too much gold, others not enough. Both sides may want to exchange their goods for mutual profit. But between them stands a formidable barrier of currency. Their standards of value are different, and trade between them becomes practically impossible.

This is what is killing the great export business which this country used to do with Asia.

Drifting Apart.

If you ask why China and India are buying so much less cotton goods from England than they did before, the invariable answer is: "Because one is in a state of revolution and the other of political unrest."

That is an obvious reason—but it is not by any means the only, or even the principal, one.

The real difficulty in the way of selling our goods to those 735,000,000 potential customers in India and China—well over one-third of the consuming population of the world—is that their standards of value and our own have of late years been drifting further and further apart.

Our measure of values is gold. Their measure of values is silver. But whereas the international worth of gold has been fixed by agreement among the Western nations, the value of silver is allowed to fluctuate like that of any other commodity.

NEW YORK TRAIN MISHAP.

PANIC WHEN CAR JUMPS POINTS.

New York, Jan. 16.

Nineteen residents in the suburbs, including seven young women, were slightly injured during the rush hour, when the first car of an electric train jumped the points and crashed into a wall.

The car was wrecked and a short circuit followed, causing clouds of smoke.

The passengers got into a panic and fought for the exits into a tunnel. Many suffered from scratches and bruises.—*Reuter's American Service.*

A BANISHEE SOON RETURNS.

BACK AGAIN AFTER FIVE DAYS' ABSENCE.

A Chinese named Tsui Yeung was charged before Mr. Butters, at the Kowloon Magistrate's court this morning, with having returned from banishment and also with the theft of a rattan basket, a leather handbag and four pieces of clothing, the property of Pang Fong, an amah, residing at 25, Ashley Road, Kowloon.

Inspector Clarke said the defendant was banished on January 12, 1931, for a period of ten years.

On defendant's pleading guilty Mr. Butters imposed sentence of one year's imprisonment and 20 strokes for returning from banishment and six months on the latter charge, the sentences to run concurrently.

FIGHT WHICH ENDED FATALLY.

MANSLAUGHTER CHARGE FOLLOWS.

Following the death, in hospital on Thursday, of Chuan Kueyung, a carpenter, from a fractured skull and external injuries, So Yu, a scotch builder, living at 24, Lun Fat Street, was arrested yesterday by the Wanchai Police.

The prisoner was charged with manslaughter before Mr. Lindsell this morning, when Detective Sub-Inspector M. Murphy disclosed that the fatality resulted from a fight with a hatchet and a subsequent fall from a building on to the new reclamation on which the two men were at work.

The case was formally adjourned.

BREAKDOWN IN PEACE EFFORTS.

LANCASHIRE LOCK-OUT FROM TO-DAY.

London, Jan. 16.

The negotiations for a settlement of the Lancashire cotton dispute regarding the owners' orders requiring the weavers to operate more looms per man, have broken down.

A general lock-out in the weaving section of the industry begins to-morrow.—*Reuter.*

Bulls and Inners

From the Office Butts.

When the mark fell, it certainly never made a dollar, whereas the dollar is making its own mark.

A contemporary complains of the extravagance of the ladies' dresses at St. George's Ball and the Hockey Club Dance. It apparently thinks that St. Andrew's Ball is confined to Scottish folk.

The nationality of the lady who is waiting for the dollar to drop to fourpence before converting her Christmas pudding, three-pennybit, is taken for granted.

A contemporary refers to the *Government Gabelle*. We miss the small talk column, all the same.

A quick typist isn't necessarily a fast one.

According to a contemporary, in its description of a local fire, "the brigade soon distinguished the silver-coated pill which Hongkong flames." Some of these fires are at present endeavouring to swallow.

These hard times are showing that there's no age like a shortage.

The man who stabbed Warder Plumb asked for medicine in Court. He got it—seven years' hard.

We can't see very much new in this suggestion—*Drawback Tax*. After all, most taxes have the same disadvantage.

A Bullion Ballad.

Wife: You don't love me any more.

When you see me crying now, you don't ask me why.

Husband: I'm awfully sorry, my dear, but these questions have already cost me such a lot of money.

The younger generation will be interested to learn that there is no such thing as heart disease: it is merely the psychology of love.

The Indian Moslems and Hindus should not despair of discovering a solution to the communal question. "Sikh, and ye shall find."

Dr. Fennelly asserts that nerves heat the body. Judging from the nerve some people possess, they're in danger of spontaneous combustion.

"Golf Clubs and Sunday Drinks," states a newspaper headline. Is it not the Sunday drinks which usually cause the argument?

Newspaper heading:—"Hong-kong's Silver Solution." Certainly not the night rate!

Silver is getting so cheap that soon every shroud will have its silver lining.

Why would a two-shilling dollar be like an angry talpan? Because they would both be irate. (Help!)

As far as we can see, the only things not going up in the Colony at present are umbrellas.

Tyres, although not cheap nowadays, are always going down.

MacWhirter says it's fine to have a friend you can trust but finer to have a friend who can trust you.

Aviation looks the best bet at the moment for the stimulation of trade. Every time a loop is looped to nothing, just now, says a Home you get a good turnover.

Why would a gold standard for Hongkong be like a beauty parlour?—It would change the complexion of things.

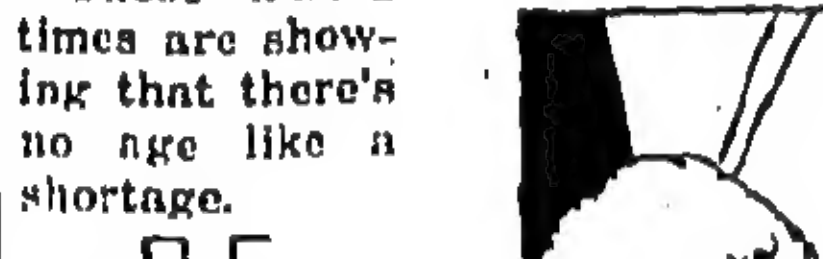
A warning to B.A.s: Some bachelors have letters after their name. Others have girls after the same thing.

Nowadays women's shoes are said to be much larger. Husbands, however, continue to feel the pinch.

There's no difference between a tax-collector and a tax-collector. They both skin.

Makes the dollar. Our old clothes are now ready for the fray.

What about wearing minus four for play at midday golf?



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**TWELVE ALLEGED
PIRATES.**

**COURT SEQUEL TO RECENT
NAVAL ACTION.**

Concerning the recent incident
off the island of Pedro Blanco, when
two junks, alleged to be pursuing
a third, were stopped by the s.s.
Hansang and Soochow, and their
crews subsequently taken into
custody by H.M.S. Somme, the
Crown, at the Central Magistracy
yesterday afternoon, proceeded
against twelve men, Hoklos and
Hakkas, who were charged with
acts of piracy.

Three counts were preferred
against the accused. The first was
attempted piracy, and the two
others, put in as additional charges,
were (1) that on January 6, on the
high seas, against the peace of our
Sovereign Lord, King George V., in
a certain place five miles north of
Pedro Blanco, within the jurisdic-
tion of the Admiralty of England,
piratically and feloniously attacked
cargo junk No. 206 V.; and (2)
that piratically and feloniously at-
tacked and set upon the cargo junk
and Chang Ma Yat, the master, in-
tending to take away the said junk,
her tackle and cargo from the
owners thereof.

Legal Difficulty.

At the outset, Mr. Somerset
Fitzroy, the Public Prosecutor, ex-
plained the reasons which had led
him to put in those two additional
charges. He said he could find no
recorded case in existence where
a man had ever been charged with
attempted piracy—absolutely none.

Remarking that he felt some
diffidence in view of the absence
of precedents, in making a
piratical attempt a separate charge,
Counsel suggested that the ex-
planation might be found, on a re-
ference to precedent cases such as
those of Dawson and Captain Kidd,
in the fact that previous cases had
been based on a charge of piracy,
coupled with murder or robbery,
but never on piracy by itself. He
defined the legal meaning of piracy,
and said that, after consideration
of the matter, he decided to bring
in the two additional charges as
covering the special circumstances
of the case and the requirements
of the British Admiralty. He sub-
mitted that both those charges
were charges which would hold
water. If there were any question
regarding the procedure, he thought
that it was one of these cases
which should come before the
Privy Council for settlement, once
and for all.

Facts of the Case.

Coming to the facts of the case,
Mr. Fitzroy said that the case de-
pended entirely on the evidence of
the crew of a cargo junk, No. 205 V.
It was cruising somewhere off
Pedro Blanco, quite a short dis-
tance from Hongkong, and 20 miles
from a headland separating Blas
Bay and Hong Hai Bay. There
was, therefore, no question of its
not being on the high seas, and
under the jurisdiction of the Ad-
miralty of England. The man-of-
war which came upon them
eventually, found them five miles
north of Pedro Blanco.

It was somewhere between 10
and 11 o'clock in the forenoon of
January 4 when this cargo boat was
proceeding in open water in the
direction of Hongkong. She saw
two junks, which proceeded to close
in on her, gaining on her by means
of oars and sails. Eventually, after
coming within a certain distance,
they opened fire on her. As to which
of them opened fire, or both, it was
difficult to say, because the wit-
nesses were in such a state of
terror that they could not make
out, but they would give evidence
that shots were fired at least from
one of the pursuing boats. The
gist of the case, said Counsel, was
that both junks were proceeding on
one common purpose—that of
piracy.

Fortunately, a ship—the s.s.
Hansang—appeared at that
moment on the horizon. The people
on the pursued junk saw the smoke
of that steamer, and they called
towards it. The two pursuing
junks still kept on their course, but,
when coming within near distance
of the ship, they stopped, changed

**FRUIT MARKET FOKI
ON TRIAL.**

**DECISION RESERVED IN THE
MURDER CASE.**

Owing to the importance of the
case, Mr. Williams, at the Central
Police Court yesterday afternoon,
reserved his decision in the trial
of Ng Kuen, a fruit stall foki of
the Western Market, who appeared
on remand on a charge of murder
arising out of a fatal incident in
Wing Lok Street recently.

Detective Inspector W. Shannon
conducted the case for the pro-
secution, and Mr. C. K. Hall Brutton
appeared for the defendant.

The accused was put into the
witness box yesterday to give his
version of the incident. He said
that the deceased, early on the
morning of the fatal affair, accused
him of having stolen \$20, but he
denied the allegation and told the
deceased not to joke over such a
subject. Shortly afterwards, the
deceased seized him round his waist.
Witness was holding a knife which
he had been using for opening
baskets of fruit and when deceased
released his grip he cried out that
he had been stabbed. Witness said
that he had had no intention what-
ever of stabbing the deceased, as
they were good friends and on the
best of terms.

In addressing the Court, Mr.
Brutton pointed out that the evi-
dence for the prosecution tended
to support the prisoner's theory that
the wound had been caused by an
accident. The doctor had stated
that he thought it most likely that
the wound had been caused by the
deceased closing in on the prisoner.
He had stated in reply to the Court
that to have had such a clean cut as
was found, the victim would have
been standing still while the
injury was inflicted or to have been
lying in a prone position, and there
was no evidence that the man had
been in a prone position.

His Worship remarked that as it
was such an important case, being
an investigation into the death of
a man, he would like to reserve his
decision until he had re-read the
depositions. At the moment, he
agreed with Mr. Brutton.

The hearing was adjourned till
Monday.

their course, and bore away to-
wards the direction of the shore.
The officers on board the steamer,
on receiving a report from the trad-
ing junk, bore down on the fugitive
junks and headed them off when
they attempted to escape. Another
steamer, the s.s. Soochow, later
came up and assisted the s.s. Hans-
sang.

Wireless Messages.

The ship's officers sent out wire-
less messages, the result being that
H.M.S. Somme went out and
brought in the two junks and also
the junk which was alleged to have
been pursued by the other two.
Witnesses from the Somme would
give the position, and the evidence
of the officers of the ships would
be as to what they found when they
came on the three junks. Wit-
nesses from the Hansang would
also depose to the fact that, as
they came alongside the two junks,
they saw something being thrown
overboard from those junks. What
it was, was not known. When the
boats were brought alongside the
Somme, and a search made, no arms
were found on board either of them.

Master's Evidence.

The first witness called was
Chung Ma Yat, the master of the
trading junk. He said he was on
his way from Wootung with a cargo
of eggs, livestock and marine de-
licacies, consigned for Hongkong,
and that the incident occurred the
second day out at sea, when passing
Pinghol.

He first sighted two junks bear-
ing down on him on a parallel
course, eventually converging in
within a distance of a few hundred
yards, when he heard shouts and
the report of firearms. Six or
seven shots were heard zipping
through the air. He did not know
whether they passed overhead or
fell short, as he had his head down,

**BANKS PROTEST
AGAINST TAX.**

**LOSS OF BUSINESS
FEARED.**

The Chinese Bankers' Association
has written to the Chinese General
Chamber of Commerce expressing
dissatisfaction with the increased
stamp tax on cheques from five
cents to ten cents, declaring that
the enforcement of this new law
has proved most detrimental to the
banks which are apprehensive of
a decrease in their business.

At the monthly meeting of the
Chinese Chamber yesterday after-
noon, Mr. Li Yek-mul, who was
supported by the Secretary, Mr.
Chan Heung-nak, informed the
meeting that the Chinese Bankers'
Association had sent a long letter
requesting that the matter be
brought to the attention of the
three Chinese representatives on
the Legislative Council with a
view to approaching the Govern-
ment for a modification of the new
law.

The letter, which was read to the
meeting by Mr. Chan Heung-nak,
said that stamp tax on cheques was
known in the United States of
America and Japan, where in view
of the inconvenience to the banks
the governments had decreed it ex-
pedient to do away with such taxes.

Business Depression.

The letter continued that the pre-
sent period was most inopportune
for the imposition of increased
taxes on cheques considering that
low exchange and general trade de-
pression were having a serious ef-
fect on trade.

The letter recalled that some
time after the War the Hongkong
Government contemplated increas-
ing the taxes on cheques, but the
suggestion was postponed after pro-
test from the Wah On Chinese Im-
porters' and Exporters' Association.

The bankers concluded that after
all the revenue which the Govern-
ment secured from increased stamp
duty on cheques was insignificant
when weighed against the incon-
venience and expense to bank cus-
tomers.

The Chairman of the Chamber
promised that the matter would be
considered by the Executive Com-
mittee which would forward the
letter to the Chinese representa-
tives.

pulling hard at the oars.

At 2 p.m. he sighted a steamer
coming into view from the direc-
tion of Hongkong. He called out
"Save life" and the two pursuing
junks sheered off.

Witness detailed what followed
with the arrival of the steamer
and the man-of-war, declaring that
the officers of the Hansang had to
point guns at the occupants of the
two junks before they would go
alongside.

At the close of the evidence of
this witness, each and every one of
the twelve accused had a series of
questions to put in cross-examina-
tion. One of them pointed out that
if witness was going to regard
those who came his way as pirates,
he (the witness) might as well
have the whole sea to himself. An-
other asked what witness expected
to be robbed of, and still another
asked what he had that he should
fear being robbed.

Witness: The cargo is worth
\$3,000, and there is also the boat,
which is worth \$300.

Mr. Lindsell: Valuable prize I
think, defendant.

The hearing was adjourned until
Thursday.

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health. Ask for

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You Lose, Guzz
By Small

I WAS SO SICK LAST NIGHT
I HADDA CALL DOC CUTTER
IN—HE SAID I'VE GOT
THE GOUT—
WOULDN'T THAT
GIVE YA A PAIN?
YEAH 'CAUSE IT COST
ME \$5—HE GETS THAT
FER EACH AN' EVERY
CALL, MIND YA!
YOU'RE WRONG THERE
GUZZ—NOT EVERY
ONE!
SAY! I KNOW 'TH' DOC
AN' I'LL BET FOUR BITE
HE GETS \$5 FOR
EVERY VISIT!
IT'S A
BET—
HOW ABOUT
WHEN HE GOES
TA SEE HIS
GIRL?



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LEAGUE'S WORK.

ADDRESS TO THE LOCAL
L.O.N. SOCIETY.

An explanation as to why, in spite of there being a good deal of sympathy in the United States, they had not joined the League of Nations, was given by Mr. Baucum Johnson, when he addressed a meeting convened by the League of Nations Society in Hongkong, at the Cathedral Hall yesterday evening, under the chairmanship of the Hon. Mr. R. H. Kotewall. Mr. Johnson, who is one of the Commission now making enquiries in Hongkong with reference to the traffic in women and children in the East, spoke on "The Social and Humanitarian Work of the League of Nations."

Replying to the Rev. H. V. Koop, who asked what it was that held the United States back, Mr. Johnson said he thought that, perhaps, the initial cause of the policy followed by the United States Government was the effect of Mr. Wilson being a better statesman than a politician. He allowed himself to be manoeuvred into a position where the matter became one of politics. If he had been more adroit and more skilful as a politician, Mr. Johnson said he had no doubt that his country would have been an active member.

Continuing, he said since that time the question had always remained. The Democratic Party was, in normal times, the minority party, and that was Mr. Wilson's party, but a good many Republicans had voted against it because of the other issues involved.

There was, he said, a vast amount of ignorance in the United States, where people were more or less still isolated from European problems, although that isolation was rapidly growing less. There were millions of people in the interior of America who did not know much about the League of Nations and cared less. Those people could not see that it meant anything in particular to them. They would have been perfectly happy if the United States had joined in the first place, and they were still perfectly happy because they had not.

Mr. Johnson added it was a question of putting the issue before them in a dramatic and convincing way but at the present time, unfortunately, it was a dead issue there.

League's Growth.
In his address, Mr. Johnson referred to the early days of the

League, when the staff consisted of a Secretary General, an Under Secretary General, a few stenographers and three or four assistants working in an office borrowed from the British Government in London. He instanced the fact that there were now more than 500 members on the staff, and an annual budget of 25,000,000 gold francs.

He referred to conditions after the war, when there were prisoners of war, refugees and starvation, particularly among children, and told of how the League co-ordinated the work of various voluntary associations, cutting out overlapping, jealousies and waste. He also dealt with the League's work during the famine in Russia in 1921-22 and the famine in Albania owing to two successive failures in the crops. In the latter case, he said, there were between 200,000 and 300,000 Albanians starving and by putting relief machinery into motion the League saved thousands of lives.

He went on to deal with the League's successful efforts to repatriate 500,000 prisoners of war, Germans, Austrians and Hungarians; refugees in Greece in 1925, and the tracing of 180,000 Armenian women and children, carried off by Turks. That, he said, was one of the most tragic emergencies, and the League brought between 75 per cent. and 80 per cent. back from Turkish orphanages and harems to respectable surroundings.

He explained how a skeleton organisation was set up for dealing with emergencies all over the world.

With regard to slavery, he said that a convention was signed calling for international co-operation by which the Government signatories agreed to suppress slavery and the slave trade. The probabilities were that pressure would become stronger and stronger by the League. Reports were required from Governments, stating what they were doing in the matter, and no Government could afford to stand out against mass public opinion when it was roused.

The speaker also referred to the good work being done as regards child welfare and, with regard to the suppression of traffic in opium, said that during the last eight or nine years the League had taken the matter up and was trying to assist Governments in carrying out their genuine desires in spite of the tremendous difficulties.

The thanks of the meeting for the address, expressed by the Hon. Mr. W. E. L. Shenton, were carried with applause.

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734, 737, 738, 743.

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CHURCH NOTICES.

The Second Sunday
After Epiphany.
LOCAL SERVICES.

St. John's Cathedral, Hongkong.
18th January, 1931. Second Sunday after Epiphany. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: Rev. F. Foley, R.N. Holy Communion 12.15 p.m. Evensong Masonic Service 6 p.m. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Hongkong. Morning Worship, 11 o'clock. Evening Worship, 6 o'clock. Sunday School, Kennedy Road, 10 a.m. Talk, 3 p.m. Preacher, Rev. E. G. Powell.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Life." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Wanchai. Opposite Royal Naval Hospital, Queens Road East. Sunday 18th January, 1931. Morning Service 10.15 a.m. Evening Service 6 p.m. Preacher at both services: Rev. Rutland Howell, B.Sc., of Lingnan University, Sunday School at 3 p.m. At the Sailors' and Soldiers' Home, Wanchai. Service Men's Social Hour at 8.15 p.m. Monday, 19th January, 1931. Meeting of the Ladies' Church Aid 3 p.m. Tuesday, 20th January, 1931. Meeting for Service Men at 8 p.m.

St. Andrew's Church, Kowloon. Second Sunday after Epiphany. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. Confirmation Class for Lads and Young Men. 11 a.m. Morning Prayer and Sermon. Preacher: The Vicar, 2.45 p.m. Sunday Schools. Confirmation Class for Girls. 6 p.m. Evening Prayer and Sermon. Preacher: Rev. E. A. Armstrong. Subject: "A Protest Against the Poisoning of People's Minds."

Seventh Day Adventist Chapel, 20, Ice House Street. Sunday night, January 18, 1931, 8.30 p.m. "A Definite Bible Prophecy concerning the League of Nations and World Peace." By Pastor Lyman W. Shaw.

New Advertisements.

THE HONGKONG JOCKEY CLUB.

Annual Race Meeting.
28th February, 2nd, 3rd, 4th and 7th March, 1931.
Draft Programmes and Entry forms are now ready and may be obtained upon application to the Secretary.
Entries close on Saturday, 24th January, 1931.
Hongkong, 10th January, 1931.

CUSTOMS NOTIFICATION.

Acting under instructions from the Inspector General of Customs, I have this day taken over temporary charge of the Chinese Maritime Customs for Kowloon and District from Mr. J. M. H. Osborne, Commissioner.

J. C. O'G. ANDERSON.
Acting Deputy Commissioner in charge, ad interim.

York Building, Hongkong, 17th January, 1931.

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A Large Quantity of Valuable Household Furniture, Fine Blackwood and Silver Ware.

Comprising:—
Teak Hatstand, Chesterfield Couches and Chairs, Book cases, Silver Cabinet, Dining Table, Sideboard, Teak Wardrobe with bevelled mirror doors, Dressing Table, Chest of Drawers, Iron and Teak Beds, Ornaments, Marble Clock, Mantle piece clock, Pictures, Cushions, Rugs, Fine English Carpets, Large Marble Top Round Table, Crockery, Glass Ware, Wardrobe trunk, Gramophone, Marble Statuettes, etc., etc.

Silver Ware, Tea Sets, Tea Kettle, Vases, Bowls, Sweet Dishes, Cutlery, etc., etc.

Blackwood ware. Very Fine carved Bed, Curio Cabinet, Sideboard, Table, Armchairs, Tea poy, Folding Screen with porcelain panels, Desks, Couches, Chairs, Divan, Marble Top table and stools, Jardinieres, etc., etc.

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Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction,

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at the Godown of The China Navigation Co., Ltd., Connaught Road, West.

The Goods and Chattels of The Yeh Tze & Co.,

including:—
Distilling Plant, Electric Light Installation Plant and Radio Set, Chemical Instruments, Distilled Water, Digging Instruments, Books, Kitchen Utensils, Rice, Gasoline, Kerosene, Sampan Filter, Motor Pump, Rattan Furniture, Baskets, Ice Chest, Galvanized Buckets and Tubs, Bedsteads, Desk, Commode, Nails, Canvas, Forge, Tools, Spanners, Wire Netting, Drills, Lanterns, Pumps, Hand Pump.

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Silver Ware, Tea Sets, Tea Kettle, Vases, Bowls, Sweet Dishes, Cutlery, etc., etc.

Blackwood ware. Very Fine carved Bed, Curio Cabinet, Sideboard, Table, Armchairs, Tea poy, Folding Screen with porcelain panels, Desks, Couches, Chairs, Divan, Marble Top table and stools, Jardinieres, etc., etc.

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HONGKONG RIFLE CLUB FORMED.

INAUGURAL MEETING LAST EVENING.

The inaugural meeting of the Hongkong Rifle Club was held in the board room of Messrs. Jardine, Matheson & Co. Ltd., yesterday evening, when a large number of enthusiasts voted in favour of the formation of the club in support of a motion proposed by Mr. R. M. Dyer, who was responsible for calling the meeting.

Mr. Dyer presided and explained that a few members of the Hongkong Rifle League had the meeting called with the idea of forming a rifle club in the Colony. Some enthusiasm in the League and rifle shooting were keen on organizing competitions and participating in inter-pot shooting. Although the military range at Stonecutters had done them very well it was difficult and expensive to get there and it was also difficult sometimes to get the range when they wanted it.

Continuing, the Chairman said that Mr. G. Duncan, and others had explored a site in Kowloon at the back of Kowloon Tong. It was estimated that the cost of laying out the range would be about \$4,000, but the Colonial Secretary had been kind enough to inform them that the Government would bear the initial cost.

It was for those present to express whether the club should be formed and how many were prepared to join. The site was a very suitable one and was accessible by bus or ricksha.

Governor as Patron.

The Chairman said that his idea was to ask His Excellency the Governor (Sir William Peel) to become patron of the Club and that the officers should consist of the President, Chairman, Hon. Secretary and Treasurer with eight members of the committee representing Kowloon, Quarry Bay, the City, Army, Navy, Royal Air Force, Police and Police Reserves. It was possible that later the Club would acquire a miniature rifle range and a pistol range.

Mr. Dyer formally proposed the formation of the Hongkong Rifle Club and, on Mr. F. G. Goodman seconding, the motion was unanimously carried.

The Chairman proposed that Sir William Peel be asked to become the first Patron. His Excellency he said had shown considerable interest in the Club and had said he would help it in all possible ways.

The suggestion was accepted by the meeting.

Mr. Wylie proposed that Mr. Dyer be elected the first President, the motion being carried, on Mr. J. D. Danby seconding.

Mr. Dyer, in returning thanks for the election, said that he was glad to be their first President simply because he had the interest of rifle shooting at heart.

On the proposition of Mr. Dyer, Mr. B. Wylie was elected Chairman. Mr. Dyer said that Mr. Wylie was an active Volunteer and was an example to the younger men. He was a prominent member of Kowloon and took a great deal of interest in shooting.

Meeting Adjourned.

Mr. E. R. Davey was elected Hon. Secretary and Treasurer on the proposition of the Chairman seconded by Mr. R. J. Goodman.

When the question of the committee came up it was decided that the various sections be asked to nominate their representative whose name should be forwarded to the Secretary.

At this stage Mr. Wylie said that as he saw things there were two main lines on which the Club could go forward. They could not do anything as far as shooting was concerned until the range had been made.

During that time the Committee could get the rules and regulations out and decide as to the extent of the fees and all matters appertaining to the Club in general. When the range was about to be finished they could call another meeting of the Club for the passing of the rules and constitution. He moved that the meeting be adjourned.

The suggestion was accordingly adopted and the meeting adjourned, Mr. Wylie proposing a vote of thanks to Mr. Dyer for having called it and for having presided.

NAVY APPOINTMENTS.

REAR-ADMIRAL DONVILLE GOES TO NEW POST.

London, Jan. 16.
Rear-Admiral Barry Donville leaves London to-day to take up his appointment as Rear Admiral Commanding the Third Cruiser Squadron in the Mediterranean Fleet.

He has been, until last August, Director of Naval Intelligence at the Admiralty for three years.

Captain L. Howland has been selected as head of the British Naval Mission to the Greek Government in succession to Captain Donly Lion. For the past two years he has been Flag Captain and Chief Staff Officer to the Rear Admiral Commanding the Second Cruiser Squadron.

British Wireless.

A dinner and dance was given on board the R. A. F. Belgo on Thursday night to bid farewell to Mr. McIver, the Chief Officer, who, having served his term of office, has been transferred.

He is leaving on Saturday for Home. Mr. McIver has always been a popular officer on the ship and a very pleasant time was spent by a number of guests.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	Date
Shanghai and Swatow	Sim Kiang	January 18.
Amoy	Talamba	January 18.
Shanghai and Amoy	Tikarang	January 18.
Manila	Pres. Pierce	January 19.
Straits	Cremer	January 20.
Tibbadak	January 20.	
Bhavia	Kum Sang	January 20.
Caleutta and Straits	General Motzinger	January 20.
Japan and Shanghai	Kamo Maru	January 21.
Japan	Hakone Maru	January 23.
Straits	Katori Maru	January 23.
Japan and Shanghai	Pres. Johnson	January 24.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 26 Dec. 1930.)	Emp. of Asia	January 26.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 2nd Jan.)	Pres. Taft	January 26.
Java	Storviken	January 28.
Australia and Manila	Tanda	February 4.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Swatow and Amoy	Tjialak	Sat., Jan. 17, 3.30 p.m.
Manila	Pres. Jackson	Sat., Jan. 17, 4.30 p.m.
Singon	Yinchow	Sat., Jan. 17, 4.30 p.m.
Bangkok via Swatow	Kwangchow	Sun., Jan. 18, 9 a.m.
Sandakan	Mau Sang	Sun., Jan. 18, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Jan. 18, 9 a.m.
Straits and Caleutta	Hosang	Mon., Jan. 19, 3.30 p.m.
Haiphong	Canton	Mon., Jan. 19, 2.30 p.m.
Foochow	Chunnan	Mon., Jan. 19, 3.30 p.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C.	Pres. Pierce	Mon., Jan. 19, 5 p.m.
Shanghai and Europe via Siberia	Registration	Mon., Jan. 19, 5 p.m.
Letters	Mon., Jan. 19, 6 p.m.	
(Due Victoria B.C., 6th February)		
Swatow	Hydrangan	Mon., Jan. 19, 3 p.m.
Amoy	Hupoh	Mon., Jan. 19, 3.30 p.m.
*Shanghai, *Japan and Honolulu	Shinyo Maru	Mon., Jan. 19, 5.00 p.m.
Manila, Australia and New Zealand via Thursday Island	Tai Ping	Tues., Jan. 20, 5 p.m.
Registration	Tues., Jan. 20, 5 p.m.	
Letters	Tues., Jan. 20, 5.30 p.m.	
(Due Thursday Island 31st Jan.)		
Manila and Java via Sourabaya	Tjikafang	Tues., Jan. 20, 9.30 a.m.
Straits and Caleutta	Talamba	Tues., Jan. 20, 1.00 p.m.
Letters	Tues., Jan. 20, 1.00 p.m.	
Swatow, Amoy and Foochow	Haikang	Tues., Jan. 20, 1.30 p.m.
Port Bayard, Helbow, Pakhoi and Haiphong	Tonkin	Tues., Jan. 20, 1.30 p.m.
Singon, *Straits, *Ceylon, *India, *Mauritius, *East and *South Africa, Aden, *Egypt and *Europe via Marseilles	General Metzinger	Tues., Jan. 20, K.P.O.
Registration	Tues., Jan. 20, 4.30 p.m.	
Letters	Tues., Jan. 20, 4.30 p.m.	
(Due Marseilles 18th February)		
Swatow and Amoy	Cremer	Tues., Jan. 20, 5 p.m.
Amoy	Tsinan	Wed., Jan. 21, 3.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Kamo Maru	Thurs., Jan. 22, 8.45 a.m.
Registration	Thurs., Jan. 22, 9.30 a.m.	
Letters	Thurs., Jan. 22, 9.30 a.m.	
(Due Thursday Island 4th February)		
Foochow	Huichow	Thurs., Jan. 22, 5 p.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., Jan. 23, 2 p.m.
Shanghai, Japan and Europe via Siberia	Hakone Maru	Fri., Jan. 23, 3.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Katori Maru	Sat., Jan. 24, K.P.O.
Registration	Sat., Jan. 24, 4.30 p.m.	
Letters	Sat., Jan. 24, 9 a.m.	
(Due Marseilles 22nd February)		
Swatow and Foochow	Cheong Shing	Sat., Jan. 24, 5 p.m.
*Superscribed Correspondence only.		

KOWLOON CONCERT.

MUSICAL AT HELENA MAY INSTITUTE.

The organising committee of the Kowloon branch of the Helena May Institute arranged an excellent concert last night, the artists including several well-known local singers and instrumentalists. There was a good attendance of members and their friends present.

The following was the programme:
(a



In C. & B. Jams you can taste the actual flavour of luscious, fully ripened fruit, fresh from English orchards. Crosse & Blackwells select only the best of the season's pick, and use the finest sugar in making their jams. You can always rely on the freshness of C. & B. preserves because of the universal demand throughout China. This makes it necessary for the stores to build up their supplies at frequent intervals—there are no old stocks remaining on the shelves for months at a time.

CROSSE & BLACKWELLS JAMS

JOHN. D. HUTCHISON—AGENTS.



Dame CLARA BUTT'S Greatest Song — "ABIDE WITH ME"

A New Columbia Electric Recording

OTHER RECORD

PB3—KATHLEEN MAVOURNEEN
PB1—UNTIL
PX1—A PERFECT DAY
7377—O. DIVINE REDEEMER
X341—EILEEN ALANNAH
X339—HOME SWEET HOME



THE Anderson Music Co., Ltd.

TRY IT ONCE!

Although the dollar has fallen to half its usual value, we are continuing our scheme to provide really excellent meals at really low prices. You may say that the price is too low. You may be unaware of the attractive surroundings at the Cecil—in fact, you may be entirely ignorant of the cleanliness of our kitchens or the excellence of our chefs....but....you are probably feeling the pinch of the increased cost of living. All we ask is that you try the experiment ONCE of taking either tiffin or dinner at the CECIL. Why not? Every day we are gaining new customers, but we want you as well! Tiffin costs \$1.10 and Dinner \$1.30, and we won't speak of the quality. You MUST JUDGE THAT!

HOTEL CECIL

Chater Road.
Tel. 26664.

WOMEN'S WORLD

FOR OUR LADY READERS.

FASHION NOTES.

The New Brown Shade.

Dame Fashion has been experimenting lately with all kinds of shades and materials, but although she has found an entirely new gamut of colours to match the tints and nuances which the dress-making houses are bringing out, she has decided that velvet, leather, and suede are the most serviceable fabrics for her purpose.

The new models are made, as has just been said, in colours to match the gowns which they top, but there is a special shade of rich brown, which is especially suitable for winter, and this is being worn a good deal.

The coats, both for town motor-ing and sports, are being lined with a warm kasha, sometimes plain, often in an attractive design.

The hats include some very becoming turban or beret shapes, pulled back off the face, made in a waterproof material to match the coat.

Trains Renounced for Dancing.

It would perhaps be timely to say a word here about the clothes which will be worn during the coming season by those who do their dancing as amateurs on the ballroom floors, or in the crowded restaurant spaces.

Certainly, the new full skirts of such sheer dainty materials as lace, georgette, net, organdi, and crepe-de-chine, lend themselves beautifully to the music of the dance floor, and will make dance scenes far lovelier than they have been for some time.

Some of the leading Paris dress-makers have renounced trains for dancing. It certainly is not at all a happy sight to see a girl trying to dance with her train caught up in the heat Second Empire manner.

As a matter of fact, no trains at all are shown this season for dance-dresses. All those who really want to dance, are advised to choose those charming frocks which come to the ankles, or barely miss touching the floor.

A New Beret.



Little felt hats are definitely "in". But the felt hat has a serious rival in the draped beret mounted on a flat band. The fullness of the little hat is pulled into position to suit its wearer, and the bandeau may be adjusted low on the forehead, or so that it carries the hat to the back of the head. There is a piquant bow to give a finishing touch.

Fur is Lavishly Used on Costumes.



Lavish fur trim distinguishes smart afternoon costumes. (Left) Deep semi-fitting cuffs and a high upstanding collar of gulyack trim a black cloth coat. The hat, is half felt and half gulyack. (Right) As an alternative to the bolero of fur for formal afternoon wear, is the fur capelet. This one is of ermine, fringed with ermine tails, with muff to match.

WHAT I THINK OF MARRIAGE.

[By an Ordinary Man.]

By my recent marriage I believe I have captured that elusive thing called happiness, which so many people in various walks of life strive for in vain.

Riches have not given it to me—I am really poor in this world's goods, although not "down and out." Health is not my secret elixir of happiness, for I do not possess the maximum degree of physical fitness. I can only suggest that my choice of a partner was a good one, and that her administrations have created for me the magic feeling of absolute contentment and satisfaction.

For sixteen years I endured the haphazard comforts supplied by landladies, so perhaps the first advantage that marriage has given me is freedom and bodily comfort.

A capable wife can satisfy the inner man in a way that no landlady can do. And this—no the angels tell us—goes a long way to make a man happy.

The companionship of a wife is permanent—all death interferences. There is no parting at the end of a pleasant outing; nor is it only on stated evenings of the week that a man enjoys the mental contact of his wife. To be able to exchange views on any subject whenever the thoughts occur is a great boon to anyone who takes an interest in every-day happenings.

Happiness Cannot be Bought. To have someone on whom to lavish love and service is in itself perhaps the principal source of married happiness.

As one writer has said:—Happiness, like beauty, cannot be bought. Happiness for others is the only

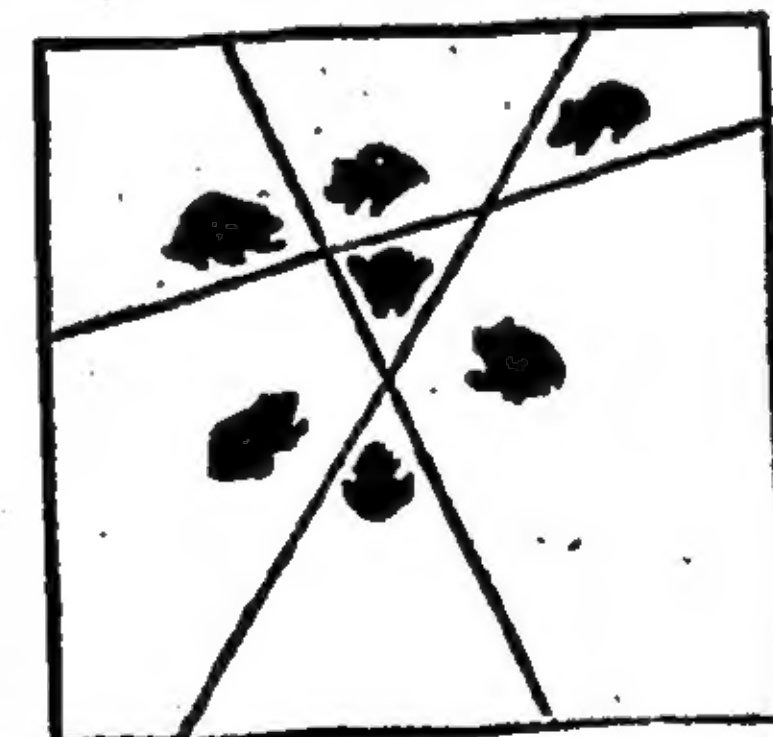
thing that matters. It is impossible to fill the cup of joy for somebody else without that cup brimming over and spilling on yourself. Happiness is like a boomerang. Throw it from you and it returns to your feet. Scatter happiness round you, and you must touch it yourself.

By achieving happiness, my mind is at liberty to concentrate on the business of making a success of my job. No longer do I crave artificial amusements to pass my leisure hours. The theatre, picture-house, or public restaurants take their proper place in my scheme of things as an occasional treat or relaxation.

Home is the pivot round which our lives revolve, and we cling to the old-fashioned idea that home and happiness are synonymous.

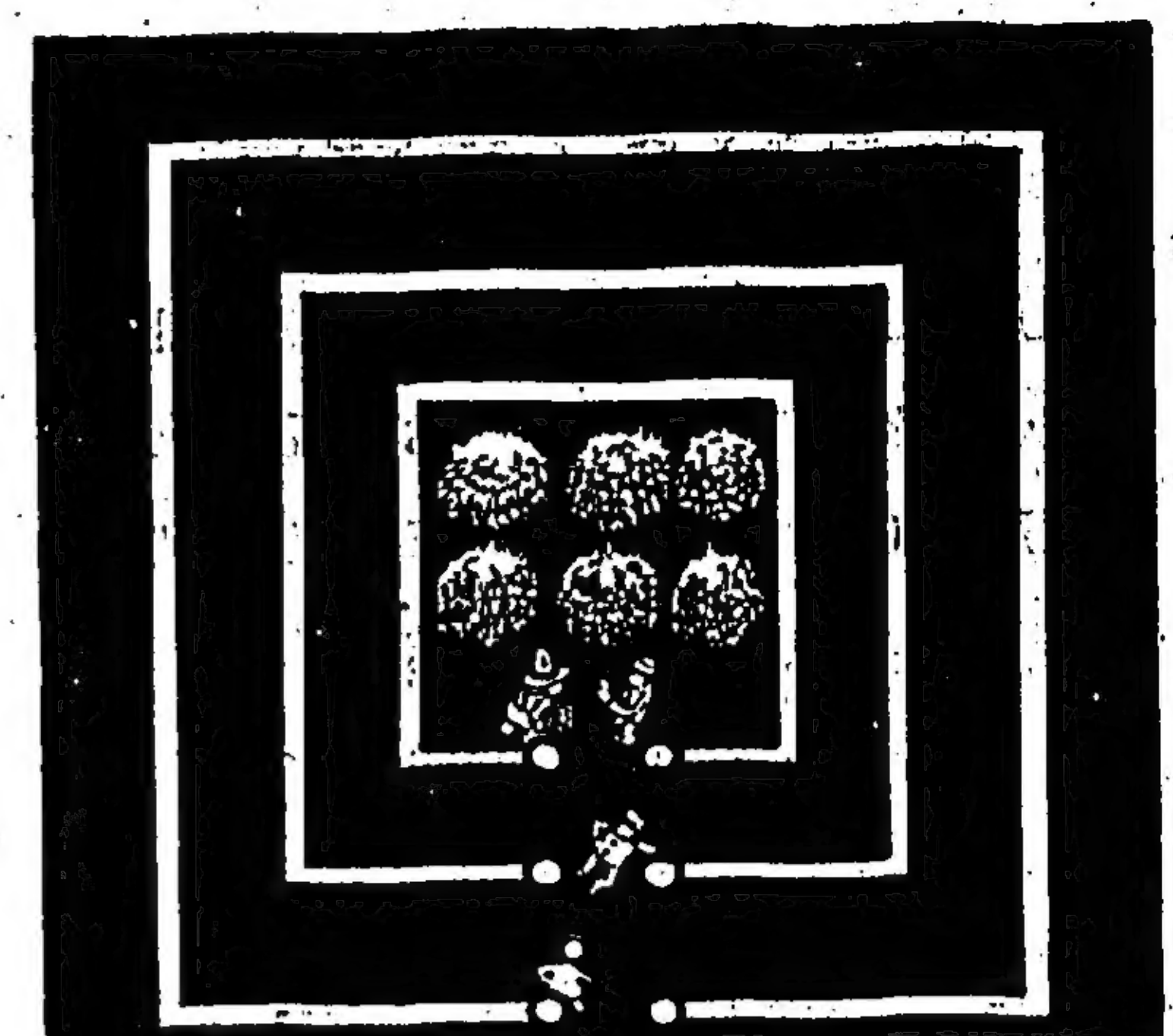
Marriage gives modern couples what they deserve. And if husband and wife start the great adventure wondering what they can get out of it instead of what they can put into it, then, assuredly, failure is the only prospect.

Yesterday's "Stickler" Solution.



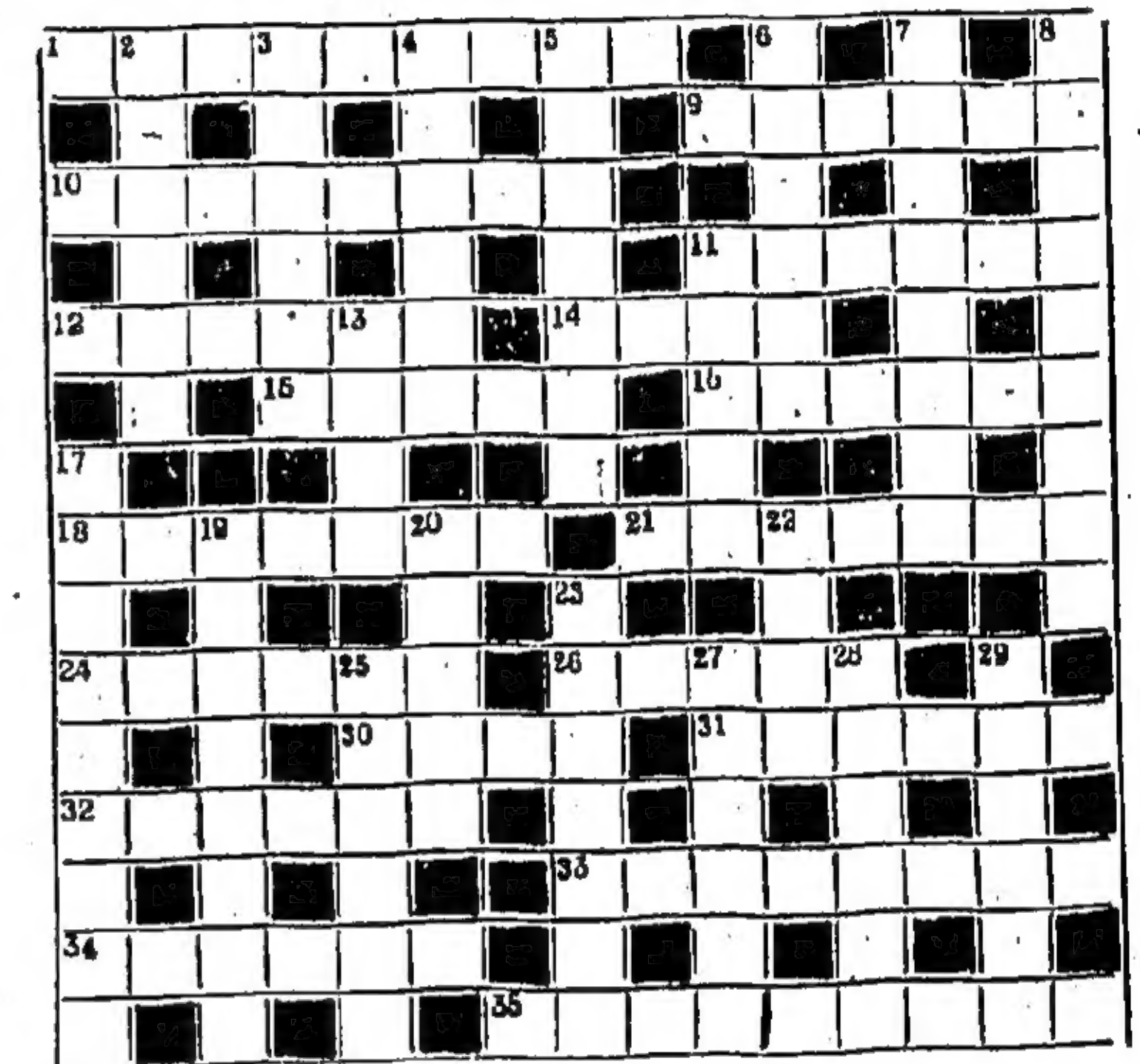
The above sketch shows how Willie drew lines and isolated the seven frogs, one from another.

STICKLERS



IN order to get out of a certain apple orchard, a man had to pass through three fence gales, by three guards. He was allowed to take as many apples as he wished, on condition that he give the first guard half his apples and half an apple; the second guard half his remaining apples and half an apple, and the third guard half the apples he still had left plus half an apple. When he got out he had one apple. How many did he take from the orchard?

OUR BRITISH CROSSWORDS.



Across

- 1 "Fell to age" (anag.).
- 2 Might have been a suitable game, as a present, for an old Roman lord.
- 3 Bob was the father of "Tiny Tim."
- 4 The quarters of the bachelor farm hands in Scotland.
- 5 Begins at the end and rhymes with grenadier.
- 6 Employ.
- 7 What Mrs. Squeers did to the boys once a week.
- 8 The address of the travelling actresses' landlady.
- 9 Potent though "wee."
- 10 This stone gives a fairy her portion.
- 11 This word should be good advice to a lazy laundry-maid, because it means persist in pressing.
- 12 Is the haap right? I put in a new one yesterday (hidden).
- 13 A flaky mineral.
- 14 Where a neat rivulet of text shall meander through a-of margin."—School for Scandal.
- 15 Concur.
- 16 This won't hold water.
- 17 Varnish.
- 18 "Drug Reg. in" (anag.).

Down

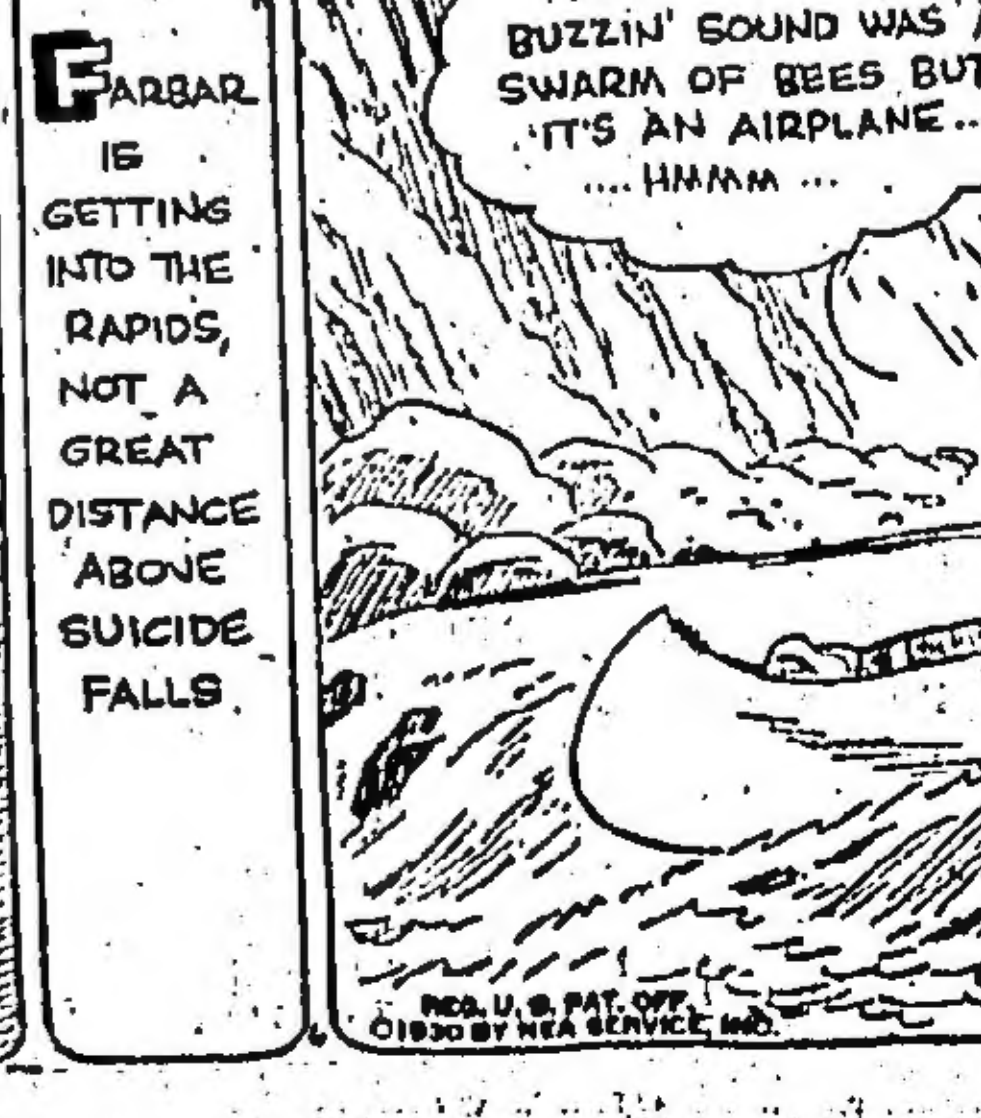
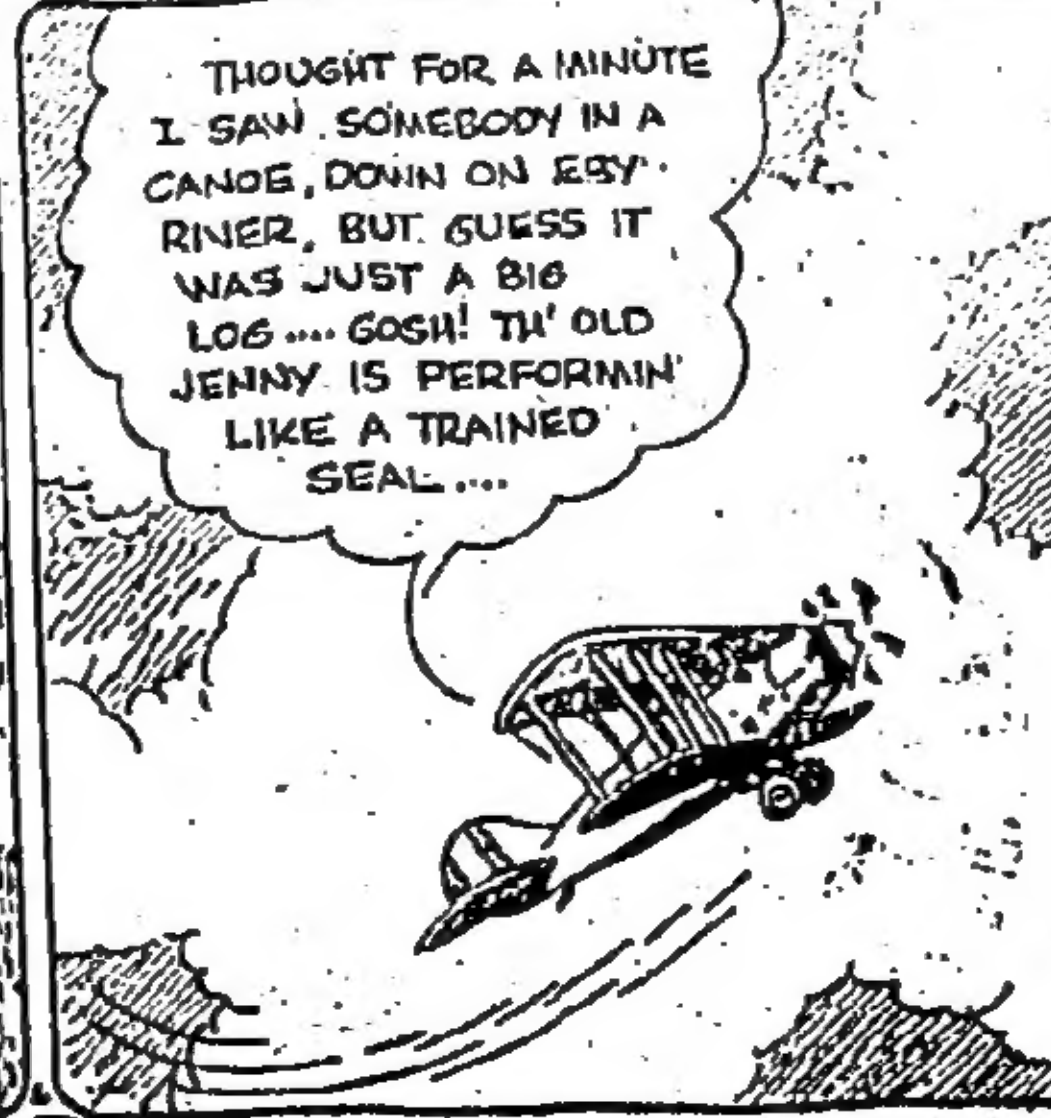
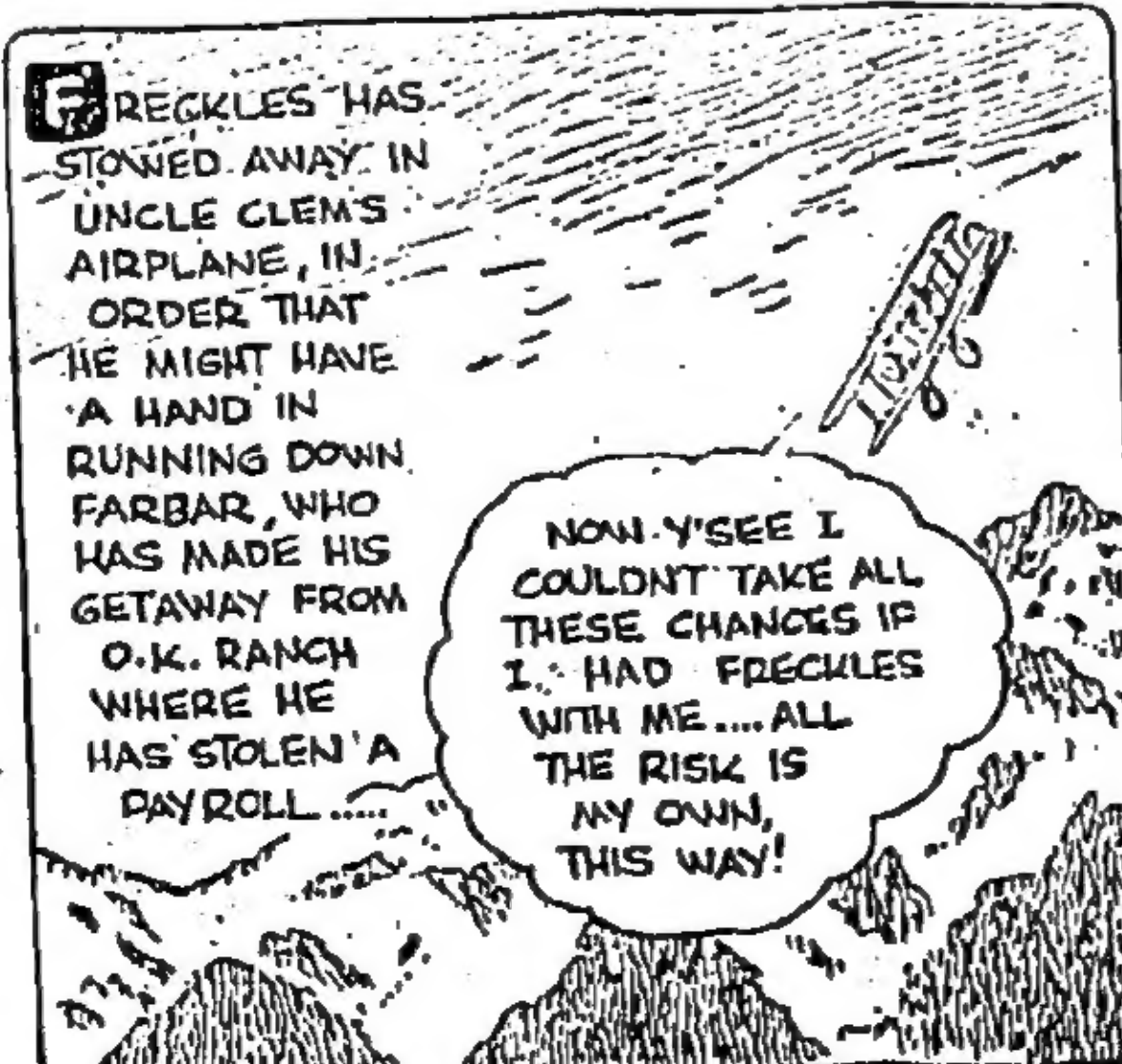
- 2 An ancient city in a fish is enticing—though it may not sound so.
- 3 A house is this after a big fire.
- 4 She writes well on donjons, but, as to plot—her story hasn't any (hidden).
- 5 Squeeze cut.
- 6 Descriptive of the character of Sam Weller.
- 7 What the leaves of Jonah's gourd did.

- 8 The favourite literary pabulum of the romantic shop-girl.
- 9 Sain.
- 10 A small, swift Malay vessel (read up).
- 11 This adjective was widely used to describe Aben-Estra of Toledo, Dr. Roger Bacon, and James Crichton.
- 12 Purloin this summary.
- 13 Titles.
- 14 "Well, better unearh another Betty—this seems broken (hidden).
- 15 Goes best when soundly tired.
- 16 This type is used in the production of all newspapers.
- 17 It is said that Dr. Johnson read this novel of Fielding's through at one sitting.
- 18 Mr. Snowdon does not hit this kind of income quite so hard.
- 19 Nowadays nothing is counted as this unless up-to-the minute.

Yesterday's Solution

SENTIMENTALITY
LUTHERANISM
FIREWORKS
NICKEL
TREACLE
TUBULAR
XENON
APPROPRIATENESS
BROMIDE
CARRYON
SUCCUMBE
UPLAND
TRIVIAL
MONUMENTS

FRECKLES AND HIS FRIENDS



URODONAL
THE DEFINITE REMEDY FOR
RHEUMATISM
AND ALL
URIC ACID TROUBLES
SOLE AGENTS FOR HONGKONG
CANTON & MACAU

THE PHARMACY
Asiatic Building, Tel. 20845.

Said On!

By Blosser

Are you Cold at Night?

THEN BUY A

RONOLEKE

RUBBER HOT WATER BOTTLE
AND KEEP WARM BY USING
THE MOST PERFECT OF ALL HOT
WATER BOTTLES

IN VARIOUS SIZES

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY.

Now on Sale

The New

VICTOR RECORDS

FOR

JANUARY

S. Moutrie & Co., Ltd.

(Victor Distributors)

Chater Road.

Warm

Pullovers

and

Woollies



Pure Scotch Pullovers and Woollies in many different shades. So that you are sure to find something to match your particular Plus Four Suit.

"CRAVENETTE" GOLF COAT.

Cut with plenty of room for a full swing, and with a tight fitting woollen band on hips allows plenty of body room.

Lane, Crawford, Ltd.

Men's Wear Stylists.

MOTOR BARGAINS

7. CHEVROLET 1928 MODEL USED SEDAN 4 Cyl. 26 h.p. fully equipped NOW IN DAILY SERVICE

PRICE \$1,450.

8. MINERVA ALL WEATHER TOURING CAR 1924 MODEL IN GOOD RUNNING ORDER

PRICE \$250.

9. MORRIS OXFORD 1930 MODEL NEW 6 cyl. 15 h.p. 5 pas. TOURING CAR UP-HOLSTERY slightly soiled

PRICE \$4,125.

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotel, Ltd. Incorporated in Hongkong. 25, Queen's Road C. and Stable Road.

The Hongkong Telegraph.

SATURDAY, JAN. 17, 1931.

MONETARY CRISIS.

Whilst it is true that many circumstances have combined to create the present widespread trade depression it is coming to be realised to an increasing extent that the acute crisis which most countries have had to face during the past twelve months is essentially a monetary crisis. This conclusion is endorsed by Professor Gustav Cassel, the well-known authority on economics and finance, who has recently given at great length his views on a situation which is still causing much concern in practically all parts of the world. The position in regard to gold is a vital factor in this regard, because at the present time the world's annual supply of that metal is hardly more than two-thirds of what it should be, the fall in the general value of commodity prices being a natural effect of this deficient supply. This scarcity of gold has long been foreseen; in fact, more than ten years ago Professor Cassel himself, at the request of the League of Nations, prepared a memorandum for the World Economic Conference in which he stressed the necessity of counteracting the shortage by a gold-economising policy. Owing, however, to lack of co-operation between the central banks, there have been huge accumulations in France and the United States, serving to accentuate the shortage. Moreover, according to the authority quoted, the tendency to a fall of the general level of commodity prices, connected with the growing scarcity of gold, was strengthened by the restriction of credit undertaken in 1929 by the Federal Reserve System, in order to combat the New York Stock Exchange speculation, it being pointed out that the effects of such restriction can never be confined to the sphere for which the central bank thinks it desirable.

Looking at the consequences of this action, it is seen that commodity prices were pressed down, and, once this movement had begun, a general distrust was added. Prices in other countries had to fall, with the result that the whole world has had to go through a period in which commodity prices have fallen more violently than ever before in the history of the gold standard. Restricted demand naturally followed, which has inevitably caused widespread unemployment. However, overshadowing these latter

developments has been the monetary aspect of the crisis, which Professor Cassel says has been absolutely unnecessary and could have been prevented by enlightened co-operation between the central banks of the world. It should have been possible, he avers, to hinder the scarcity of gold from resulting in a fall of commodity prices, and it should first of all have been possible to avoid a direct restriction of credit for which the commodity market certainly gave no reason.

It is the opinion of Professor Cassel that once the general public begins to realise that the calamity which has overtaken the world is in no way a consequence of economic necessity, the demand for a thorough reform in banking activities will grow so strong that all resistance will have to give way. If, on the other hand, the responsibility of central banks for the value of their money is not now definitely established and recognised, the world will in a few years' time have to go through a similar catastrophe. "The first condition of security against such calamities," he says, "is that we should be decided firmly no longer to be the slaves of supposed mechanical necessities of periodical price movements, but be able to master our monetary institutions, so far as to secure for the world a reasonable stability in the purchasing power of its currencies."

Schneider Trophy Folly.

While the arbitrary decision of the Air Ministry is not altogether a bolt from the blue, it is greatly to be regretted that the Government should seize upon the Schneider Trophy Race as a fit sphere for economy. The amount involved is estimated at £80,000 and it seems a thousand pities that to save such a sum Britain should throw away the golden chance of capturing the trophy for all time. We doubt incidentally whether the decision can be defended even upon purely utilitarian grounds. The argument of the Government advisers apparently is that the primary purpose of British competition was the stimulation of research, that the achievement has more than justified the tremendous cost, but that the development of racing machines has now reached a point far beyond the position where lessons learned from high speed can be applied for commercial purposes. There is an other far more important factor, however. Prestige has a cash value to British aircraft manufacturers well worthy of consideration. British success in the Schneider Trophy has been productive of a large volume of foreign orders, and a third successive victory, which is well within reason and expectation, would further enhance our already dominant position. In all the circumstances, it appears little short of utter folly to drop out of the race, and meekly to hand over the Trophy for an Italian-French contest. Perhaps for that reason, Reuter's gloomy prophecy that the money is not likely to be raised will be falsified. The machines which competed at Gosport in 1929 have been subject to minor modifications and improvements which have still further increased their speeds. If some public-spirited individual or newspaper in Britain will make a start, a sufficient sum to guarantee British defence of the Trophy would surely be forthcoming.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cabled quotations at the close of the sugar markets yesterday have been received by Messrs. Pentreath and Co.:

London Terminals.
March 5/10 1/2 up 1/4 d.
May 6/1 up 1/4 d.
August 6/4 up 1/4 d.
December 6/8 1/2 up 1/4 d.

New York Terminals.

March 1.29 no change.
May 1.36 up 1 pt.
July 1.43 up 1 pt.
September 1.59 no change.
December 1.57 no change.

Cubans 90%. C.I.F. U.K., afloat, buyers 8/- possibly 1/4 d. more.
Samarang 16/1/81. — Market steady, unchanged. New Crop, reported unassociated Mills have sold Whites 19.00, Browns 18.00.

DAY BY DAY

THE ONLY SATISFACTION OF EXTRA WEALTH, AFTER ALL, IS GOING ONE BETTER THAN YOUR NEIGHBOUR.—*Olivia Roy.*

The Gazette contains traffic regulations to be enforced during the annual Races at Happy Valley.

It is notified that the name of the Sui Sang Steamship Company, Limited, has been struck off the Register.

Tenders are being invited for the reconstruction of Bowen Road connecting Tylam Tunnel and Stubbs Road and contingent works.

His Excellency the Governor has appointed Chevalier J. M. Alves to be a Member of the Board of Education for a further period of two years.

The Annual Social of The University Christian Association will be held on 17th January, 1931 in the Great Hall at 8 p.m. All interested are welcomed. There will be music, games and refreshments.

The silk forwarded from Hongkong by the Empress of Canada on the 26th December arrived in New York (St. John's Park) and Hoboken on the 14th January, having been 20 days in transit.

The "Cheers" Club Y.M.C.A. arranged for the Dance arranged for January 26th, at the City Hall, has been postponed. Notices of the revised date will be sent in due course to all ladies to whom invitations have already been issued.

The Hon. Mr. S. W. Tso, LL.D., O.B.E., has consented to distribute the prizes at the Munsang College, Kowloon City, at 8 p.m. on Wednesday, January 23. There will be graduation exercises during the afternoon, tea being served at 4.30 p.m.

The Health Bulletin of Eastern Ports shows that the following cases were reported for the week ending January 10:—Plague.—Basseln 2, Colombo 1, Beirut 1; Cholera.—Calcutta 8, Madras 28 deaths, Bangkok 1, Saigon 4; Small-pox.—Bombay 1, Calcutta 26, Coochin 5, Karachi 1, Madras 2, Penang 1 and Shanghai 4.

The January-March number of Thos. Cook and Son's Far Eastern Travellers' Gazette is to hand. It contains much valuable information on Home leave, besides a variety of interesting illustrated articles. A feature is also made of the Scholastic Department instituted by Thos. Cook's for the supplying to parents, free of charge, advice upon the choice of schools at Home.

Mr. Arshak Sarkies, of the Raffles Hotel, Singapore, and the E. and O. Hotel, Penang, died in the Penang Hospital last week. He had been in poor health for some time and became seriously ill recently, and the news of his death was not unexpected. Sixty-two years of age, Mr. Sarkies was a partner in the firm of Sarkies Bros., hotel proprietors, whose activities at one time extended to Rangoon. They are the proprietors of the Raffles and Sea View Hotels, Singapore, and the E. and O. Hotel, Penang.

WOMEN WHO

By BEVERLEY NICHOLS. "MOB."

ALMOST every day I read in the papers that "frenzied women mob Chevalier," or "demented women storm Gall-Curti." If these reports are true—and one has every reason to believe that they are—it would appear that there exists a large floating female population, capable of being mobilised at an instant's notice, whose sole business in life is to form itself into shock-troops for the purpose of making frontal attacks on celebrities.

Who are these women, and what pleasure do they really get out of it? I ask the question because several women, of widely differing types, have recently assured me, with lofty disdain, that they would not dream of participating in such demonstrations.

Who are they? It is a real mystery to me. I can understand the girl who wants to meet in private a man whom she adores in public, but I cannot understand the girl who gets any sort of satisfaction out of meeting that man in such extremely public circumstances as obtain outside the Albert Hall.

Consider even the most hopeful case of all—the adorer who is strong in wind and limb, prepared to wait all day, and who, when the crucial moment arrives, will be undeterred by any mock modesty in her determination to reach her goal. What is her goal?

A quick frenzied hand shake. Possibly an illegible autograph. Even—if you think her wildest and most ecstatic dreams may be realised—a very uncomfortable, hard, slithering kiss on the side of his chin—a kiss acrobatic, which will annoy him, hurt her, and arouse the instant and eternal hostility of thousands of other women.

This, mark you, is a height of attainment which most women never dream of reaching. Most of them see nothing at all, except the piece of milk on the coat of the girl immediately in front of them. Some of them do see their hero in his brief passage from the stage door to his car, but he cannot look much more inspiring than a rabbit scurrying from one burrow to another. And all of them must have pains in the neck, cold feet and bruised ribs.

It is very mysterious. And though it is usually foolish to

Observatory returns show that the average mean temperature during December was 64, the highest being 76.7 and the lowest 49. There were 120.1 hours of sunshine and 0.89-inch of rain, whilst the average humidity was 75.

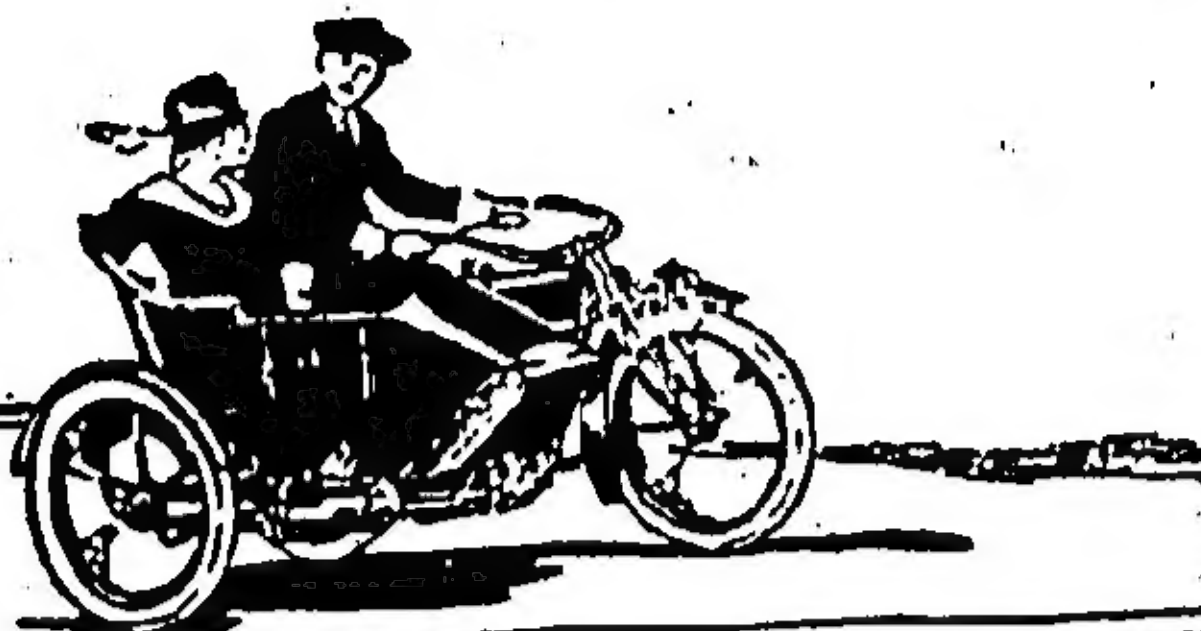
Regarding the recent notification concerning company auditors, the Government draws attention to the necessity for furnishing names in full. A number of applications have been received giving initials only which are not sufficient.

Latest additions to the list of medical practitioners are Dr. Woo Kai Fun and Dr. See Tsung Sing, both of the Government Civil Hospital, Bachelors of Medicine and Bachelors of Surgery of the University of Hongkong.

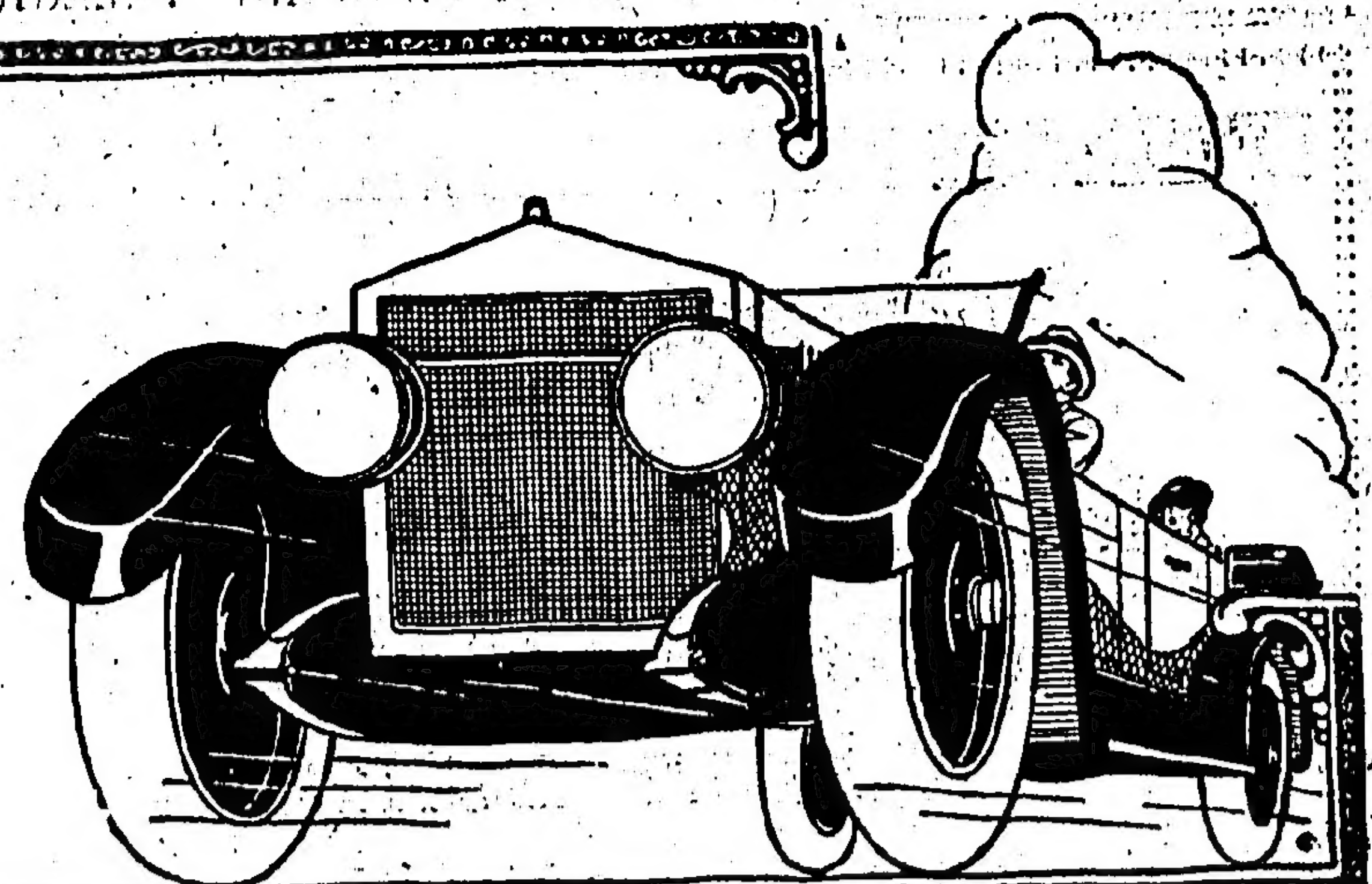


"Is it chick, Modom? Why, it almost cackles!"

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 17th. JANUARY, 1931.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

Specialists
in all kinds of
ACCESSORIES
and
SPARE PARTS
Electric horns. Body polish
Brakelining. Hand jacks
Lamp bulbs. Foot pumps
Tire patches. Wrenches
etc., etc., etc., etc.
"GORMAN"
and
"LUCAS"
storage batteries
suitable for all motorcars, cycles
and radios.
ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 20577.

CURRENT COMMENT

The Honorary Secretary.

Members of the Hongkong Automobile Association will learn with regret that the Reverend G. E. S. Updell has resigned his position as the Honorary Secretary. Since July 1926, Mr. Updell has carried out the many duties in connexion with the secretarial work of the Association with great enthusiasm, and the progress made by the A. A. during his tenure of office speaks eloquently for the able manner in which he has served the Association. Few members realise the amount of work there is to be done, but those in constant touch with the Honorary Secretary know that his post is no sinecure. However, the Association has been singularly fortunate in securing gentlemen who have given of their best whilst filling this important post, and the utmost satisfaction will be felt that Mr. B. D. Evans, an enthusiastic motorist, has agreed to take over from Mr. Updell, who, it is hoped, will continue to give the H.K.A.A. the benefit of his valuable experience as a member of the Committee. Members who desire to communicate with the Honorary Secretary should continue to address correspondence C/o The Hongkong Telegraph.

Car Lighter Fares.

Since the H.K.A.A. introduced the scheme whereby members might secure tickets entitling them to take cars across the harbour at special rates, it has been found that the frequency with which some members use these tickets, has imposed rather too severe a burden on the Association. It has to be remembered that every car carried has to pay a fee of \$2.00 per journey, and the difference between that amount and the reduced fee to members has been made up by the H.K.A.A. Possibly all members have not been aware of this fact, for we feel sure that none would wish to take an unfair advantage. However, under the circumstances, it has been decided that one book only shall be issued to each member per quarter. The saving from this alone covers the cost of subscription for the year.

Membership Tickets.

Members proceeding on leave this year, should make early application for their tickets, for these are necessary when seeking the advantages granted by the parent Association at Home. Tickets are sent out on receipt of the subscription fee.

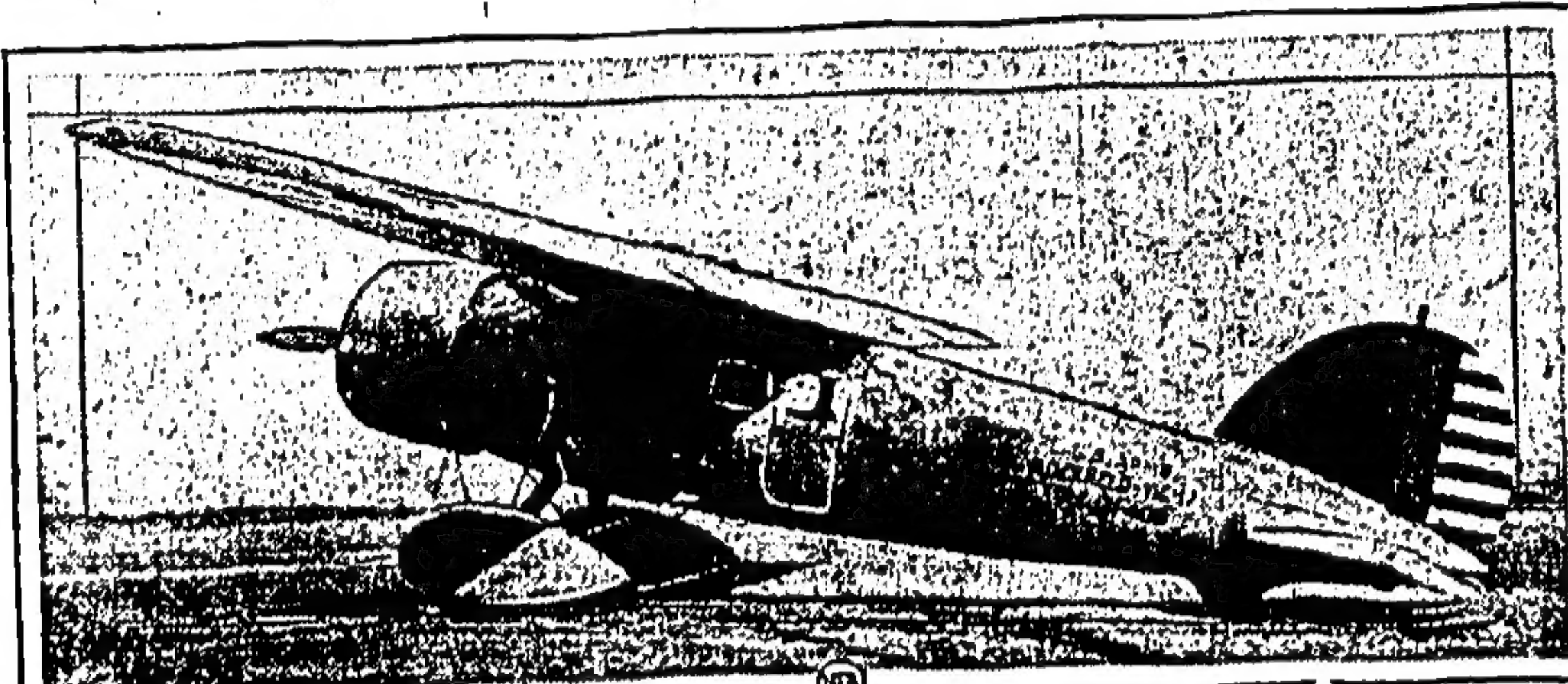
Morrison Hill Parking.

The new site for parking at the foot of Morrison Hill strikes us as somewhat out of the way as far as the Race Course is concerned. It may be that a more favourably situated site is not available, but when one remembers that one-way traffic is the rule on Race Days, it is seen that cars will be parked at the farthest point from the main entrance. The parking problem is undoubtedly a difficult one, and appreciation must be expressed at every effort to solve it, although in the meantime, expenditure should be kept as low as possible until the scheme is thoroughly tested.

The City Hall.

Work is now in progress in raising the channel running along by the Beaconsfield Arcade. Motorists who park their cars at this place while attending performances at the City Hall will welcome the improvement for the lower level of the rear wheels occasionally created difficulty when starting up. The work is being done in sections which gives rise to the hope that the Public Works Department is desirous of causing

SPEEDY PLANE BUILT FOR ARMY.



Detroit, Dec. 20.—What is said to be one of the fastest transport airplanes in the world and one of the speediest military ships in the United States has been built here for the U. S. army by the Detroit Aircraft Corporation. It is a Lockheed and has developed over 200 miles an hour, going into dives at 260 miles an hour, in tests completed here.

It is to be used solely to transport commanding officers and supplies to practically any military base in the country or possessions in rapid time. It will carry no machine guns or military equipment but, on flights, will be accompanied by military planes so equipped. The new plane carries a gasoline supply for a 2800-mile flight. It is equipped with a new landing gear

which does away with all but two exposed struts. It has a streamlined, tail wheel, new motor accessories, including a 10 to 1 supercharger and other refinements in design.

This plane is the second of a fleet ordered by the army, and work is being done here to develop future army ships which, it is thought, will develop 250 miles an hour.

SOME 1931 IMPROVEMENTS.

Inclination to Increase Power.

It was pointed out at the annual meeting of the Society of Automotive Engineers, held recently at Detroit, that nothing really new in engineering design has been brought out for the past five years, though it was opined that a new era, promising radical changes, was just ahead.

That era, judging by the new 1931 model automobiles seen in Hongkong, has been born, though it is not indicated that anything world-stirring has so far been produced. Still, the tendency is there.

There is, for instance, an inclination to increase the power of the engines for the new sixes and eights, thus giving prolonged endurance, stamina and speed, and with this movement we are getting, in many cases, a lower slung car, thus helping to eliminate the dangers attending resulting abilities in the way of speed.

Balanced and counter-weighted crankshafts are making their appearance on some of the new models, thus improving the running, and full-powered mufflers are appearing with the object of reducing back-pressure. Then we are getting rubber engine mountings, twin-jet carburetors and a number of safety-transmission systems, as well as new silencers.

Sufficient has been shown, it is anticipated, to illustrate the contention that although there have been few radical changes there are some noteworthy improvements so far as engines are concerned. No very material changes have been noticed in coach-building, though in this branch of the industry there is always signs of constructive aiming for something better every year, a little more convenience, more comfortable driving, and so on. Body lines are, all the time, getting more pleasing and interiors more cosy.

Other trends to be noted at the beginning of the 1931-model season is the increased popularity of eight-cylinder cars, and the continued acceptance of the bantam divisions among car purchasers. At least 26 manufacturers in the United States, it is estimated, are now building straight-eights while

at least five are making Vee-eights.

The Ford line of passenger automobiles includes cars to suit every taste and to meet any occasion. There are coupes for those who prefer a personal car, sedans with either two doors or four doors for family use, the sport coupe and cabriolet for those who choose a less formal type.

Buick cars for 1931 have straight-eight engines, and with three chassis there are seven models of coachwork, from a two-seater to a seven-seater limousine. The engine, clutch, and gearbox unit is now carried on four points with rubber. The crankshaft runs in five bearings, is counter-weighted, and has a new ring torsional balancer. On the engine is an oil temperature regulator—a radiative core enclosed in a steel jacket bolted to the side of the cylinder block. Water from the cooling system flows through the core passages, while oil under pressure circulates round. Thus the oil is cooled when the car is travelling fast, and heated when the engine is running slowly in cold weather. The radiator has thermostatically worked shutters. The smallest of the three Straight-Eights, the Light Chassis, is of 26.45 nominal horse-power. It has a three-speed gearbox, an open propeller shaft, a half-floating back axle, and worm and sector steering. A pedal works duo-servo internally expanding brakes, which are compensated between the front and the back, on all four wheels, and the hand lever does the same. The wheelbase is 114-in. The other two chassis, known as the Standard and Master, have respective nominal horse-powers of 30.02 and 35.12. On these engines there is a dual carburettor, each part feeding four cylinders. All the models have a new combined air cleaner and intake silencer. On the two bigger ones, which have wheelbases of 118-in. and 132-in., is the synchromesh gearbox, in which the second speed gear is in constant mesh. The propeller shaft is fully enclosed; the back axle is three quarter floating. The four-wheel brakes are applied by hand or foot, but the servo action with the foot brake is controllable. Steering is by worm and roller. The three chassis have half-elliptical springs

with hydraulic shock absorbers, and the Standard and Master have a steering shock eliminator.

Besides the 6-cylinder Studebaker cars, there are two Straight Eights which have new free-wheel gearboxes. The "President" of 39.2 nominal horse-power, stated to give up to 122 h.p. on the brake, is made in two lengths—namely, 130-in. and 136-in. wheelbases. The "Commander" power unit is of 30 rated horse-power, and, with its 4-litre capacity, has a stated brake horse-power of 101. The "Commander Eight" has a wheelbase of 124-in. Double drop frames are used. The new crankshafts run in nine bearings; petrol, oil, and air are filtered; the cooling is thermostatically controlled; there are high turbulence radiator air deflectors, and dual carburetion with improved manifold. The air strainer control is half-automatic; petrol feed is by a positive pump. The valve springs are damped, the manifold heat can be regulated, and there is an automatic circuit breaker for the electrical system. The steering gear is now with self-centring action, the column is adjustable, and there is a three-spoke steel core wheel. The springs, hung on ball bearings, are stated to want lubrication only every 20,000 miles; there are metal spring covers on the "President" model; hydraulic shock absorbers are standard. The brakes are of duo-servo. The engine unit has rubber mounting, and there is an improved Lancaster vibration damper with a centrifugal governor. The bodies are longer and roomier, and there are new ovaloid head-lamps with twin beam tilt ray action. The free-wheel, in the gearbox, allows free-wheeling or coasting at will on top and second; the gearboxes are three speed ones; bottom and reverse remain orthodox. On the steering column, just below the wheel, a large knob controls the locking of the free-wheel. The free-wheel saves petrol, oil, tyres, and depreciation, and makes gear-changing so easy that it is not always necessary to use the clutch.

TO END CONGESTION.

Paris, in an effort to eliminate traffic congestion, is planning a \$40,000,000 "construction" programme which will entail widening of old roads and building new ones. Overhead and underground passages are expected to relieve traffic conditions considerably.

1931 HARLEYS

Another Shipment 1931
Harley-Davidson Combinations.
DUE FEBRUARY 13th.
Per the "President Polk."

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
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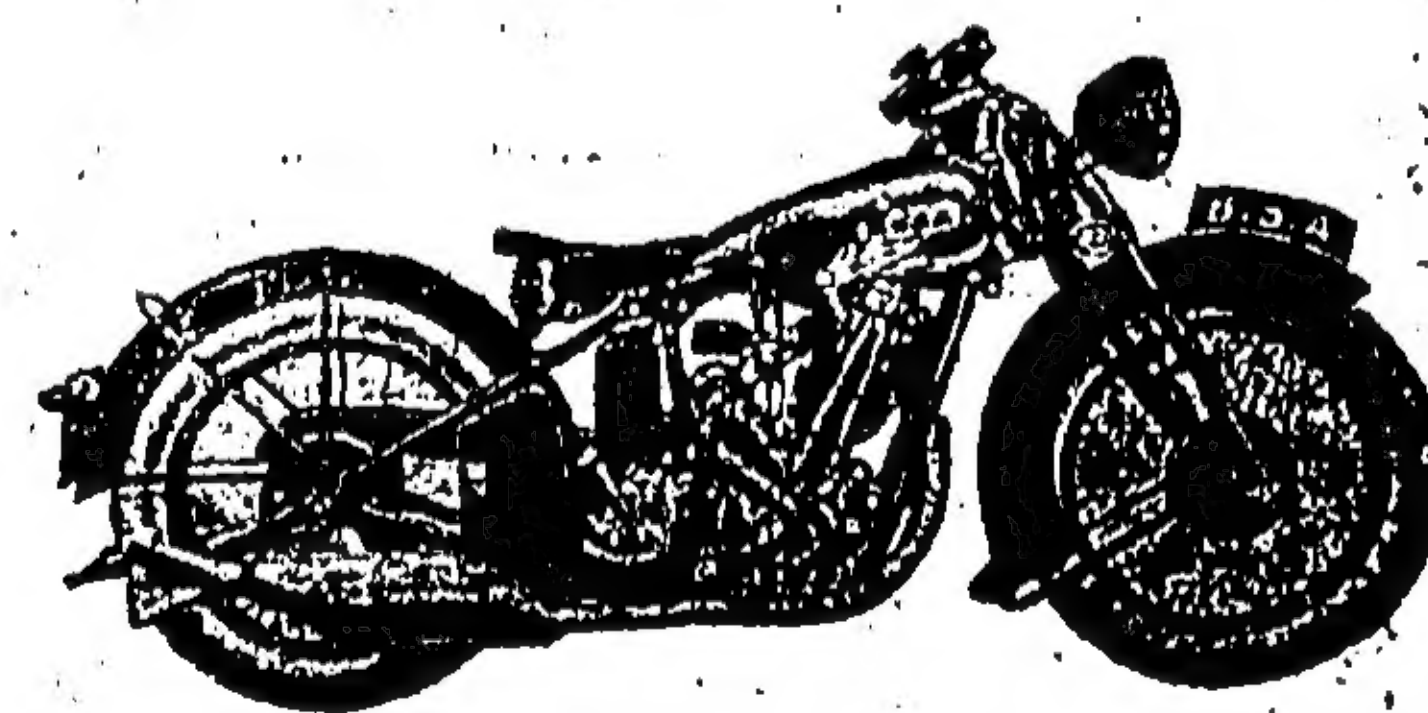
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NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

the least possible inconvenience to motorists.

Intelligent Anticipation.

The suggestion made in these notes last week that certain trees should be removed along the Morrison Hill Road appeared after the work had actually commenced. This was due to the fact that motor comment is written on Thursdays, this Supplement going to press two days before the day of issue. At the time of writing it was not known that their removal was to be effected, so that under the circumstances, what appeared to be a somewhat belated suggestion was really intelligent anticipation.

MANY "EIGHTS"

There are 32 eight-cylinder automobiles on the market in the United States at present. Of this number only six are of the "V" type.

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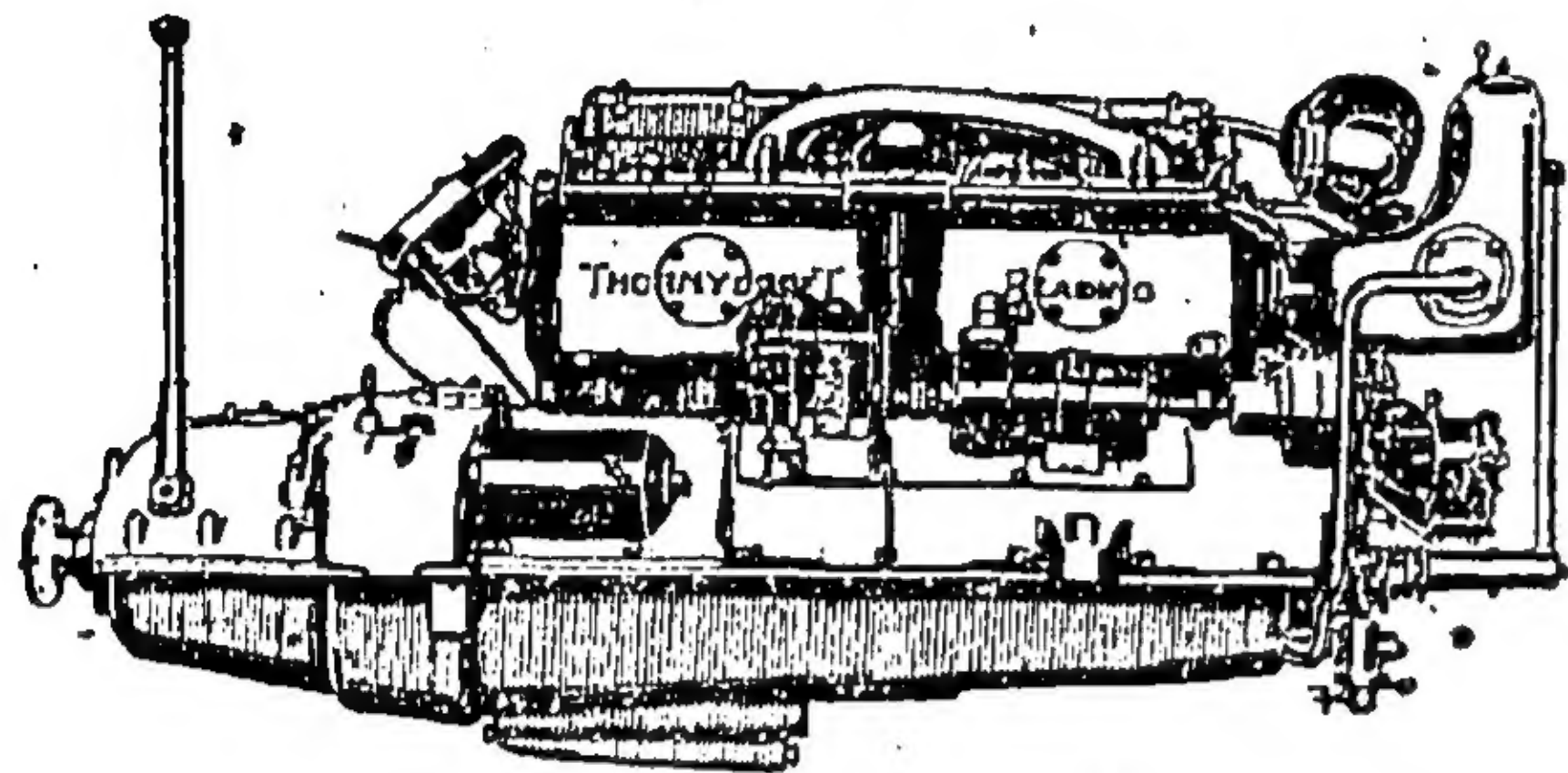
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TRUST A THORNYCROFT WITH YOUR TRANSPORT

TAKE CARE.

Cold Weather Danger of Carbon Monoxide.

FATAL EXHAUST GAS.

(By Israel Klejn.)

Cold weather, a tough motor, a weak battery, a closed garage—and the annual winter ingredients for carbon monoxide poisoning are here.

Year after year, despite warnings, police all over the world report more deaths from this automotive peril. Yet cognizance of a few simple rules should avoid this danger.

These rules apply mostly when the car is cold and is to be started while still in the garage, for carbon monoxide poisoning occurs only where there is a lack of fresh air.

Carbon monoxide is the fatal exhaust gas that comes from the motor. It is odorless and colorless. What we smell as coming from the exhaust of the motor is the unburned fuel and other residue that comes out along with the carbon monoxide gas.

Being unable to smell or see it, we are unaware of its presence, unless we remember the circumstances under which we may fall victim to it. These are a closed garage and a running motor.

Therefore the primary rule to remember, to avoid trouble, is to see that the garage door is wide open and held open by a good catch. If the door swings shut while you happen to be working on the car, trying to get it started, the occasional puff-puff of the motor may be enough to cause the first harmful effects of the exhaust gas. Once it begins to take effect, the victim hardly knows what is happening to him thereafter.

Even with the garage door open, as soon as the motor is started the car should be backed out and warmed up outside the garage. There the exhaust gas is dispelled easily and the motorists is always breathing fresh air.

Since carbon monoxide poisoning is so serious and sudden a danger, it is well to know the symptoms and what to do in such emergency.

The first sign of the poison's presence is a sleepy, almost helpless feeling. The victim begins to yawn, feels tired, and is aware of a slight headache, like a constriction across the forehead.

After this headache has become more severe, it is replaced by

another sort of headache at the base and back of the skull, causing the victim to hold his head as far back as possible for relief. At the same time he becomes dizzy and feels sick. He can hardly move about.

Breathing becomes rapid, the pulse moves upward, the skin becomes flushed and unconsciousness sets in.

All this is done in a very short time, for carbon monoxide acts quickly and without warning. Its action is accelerated even further if the motorist happens to be exerting himself, such as cranking the engine.

The first thing to do with a victim of carbon monoxide poisoning is to get him out into the fresh air. He needs plenty of oxygen to replace the deadly gas that has filled his lungs, and creep into his blood and tissues.

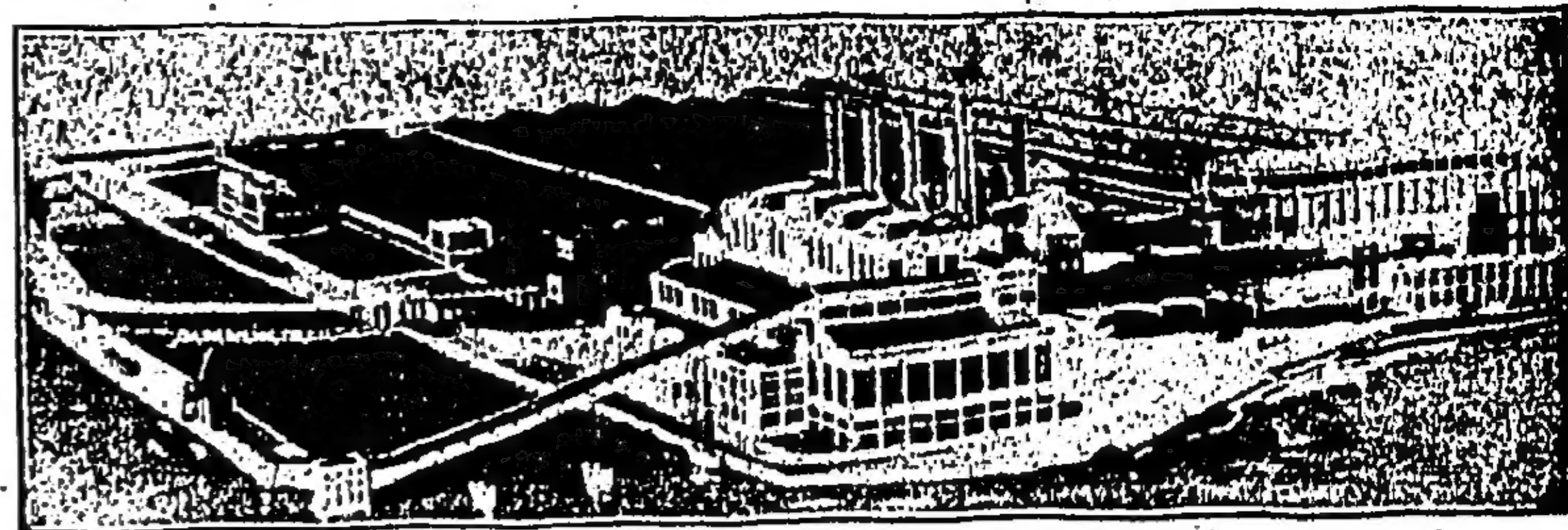
It takes considerable oxygen to do this, and since the air about us is only one-fifth oxygen, the next step is to call for an oxygen pump and a rescue squad. Many police and fire departments, as well as hospitals, are supplied with such pumps.

While waiting for the pump, however, artificial respiration, as in the case of drowning, should be administered. The victim should be placed flat on the ground, face down, and the rescuer leaning over the body should apply pressure equal to the full weight of his body in short regular strokes to the small of the victim's back.

After the person has been revived and he shows enough signs of life to warrant stopping the pump treatment, he will need complete rest and continued fresh air for some time. He will be quite weak, particularly in the muscles of his legs. A headache, sometimes quite severe, and even loss of memory may also result. But these will wear off gradually.

For a day or two thereafter, the victim should remain in bed in order not to put too much of a burden on his weakened heart.

FORD FACTORY IN ENGLAND.



A model of the Dagenham plant of the Ford Motor Co., Ltd., being built at Dagenham, England. Note the facilities for both rail and water transportation. This plant will make all parts for the Ford car, and will have a capacity of 200,000 cars per annum, employing 15,000 workmen. It will be the largest motor car plant outside the United States.

A LITTLE TALK ABOUT NEW HARLEYS.

Well, fellows, the first thing I'm going to call to your attention is this "74" motor. Here's a motor that, since its introduction last year, has gone places, I know that in 1931 it is going to go still farther. Except for a few details on the outside, it looks very much the same as last year's motor, but really, bunch, there are lots and lots of important improvements on the inside where you can't see 'em that help pack more wallop and peppy punch, and make for longer motor life. Here's a motor that we all know will tote you to lumpy places, and bring you back safely.

Now I'm going to point to the "45" Twin motor. There's a classy little brother to the "74" that has certainly made a good name for itself since its introduction in 1928. Typical of Harley-Davidson design, the "45" is positively simple in construction. Light enough to swing around any place—heavy enough to hug the road—built just right. Like its big brother, the "74", numerous improvements have been incorporated in the motor that make it run smoother, better, and last longer.

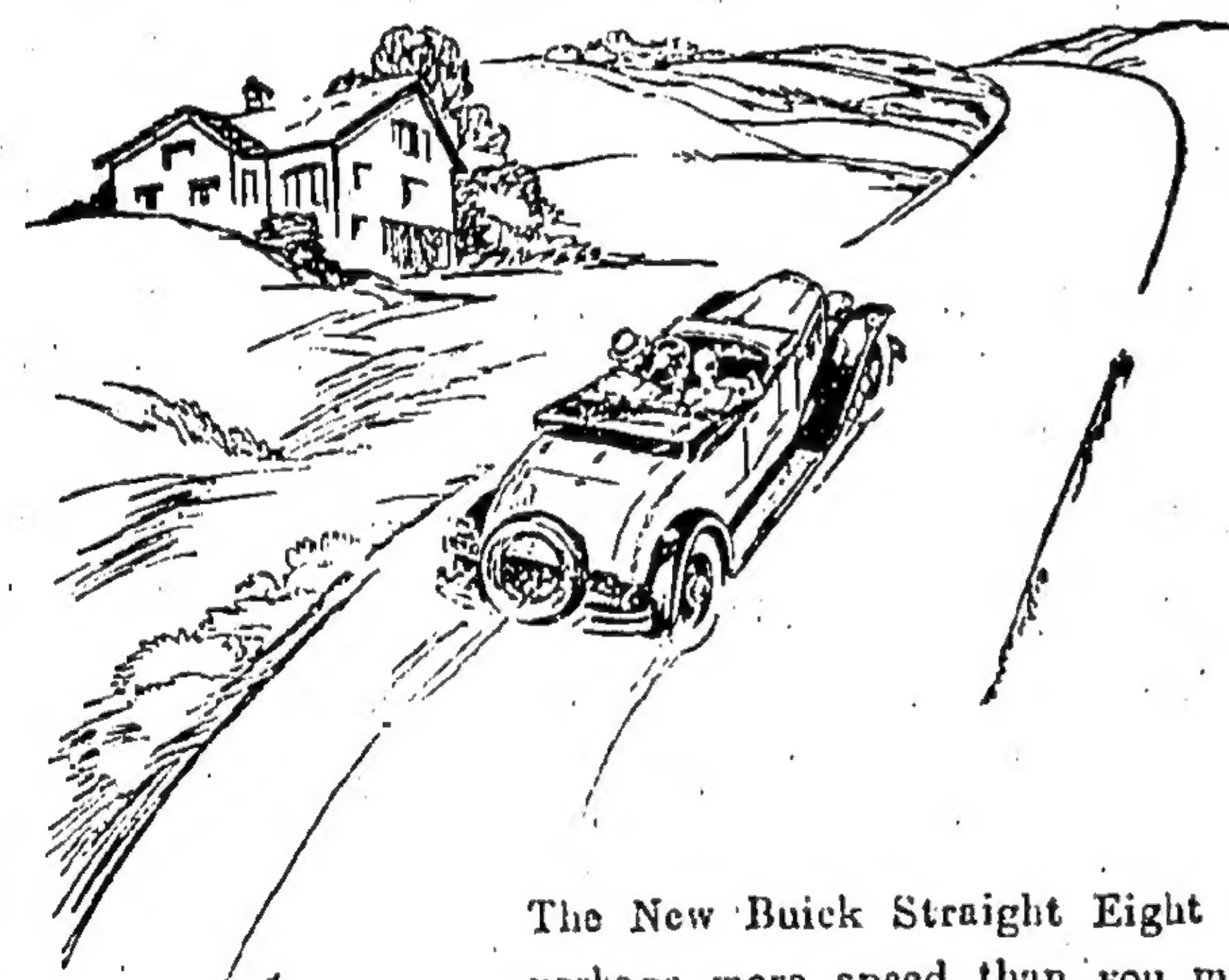
The "45" Twin and the "74" Twin are fitted with a new die cast Schaebler De Luxe carburettor. Die cast means that the metal from which they are made is poured into steel moulds. This results in uniformity and smoothness of inside surfaces. These qualities in a carburettor make for better carburetion—a better gas mixture, and this, as a result, is one of the many things that better motor performance at all speeds.

Then over here is the keenest single cylinder motor that has ever been built. This motor has a piston displacement of 30.50 cu. in. It is modelled after the Harley-Davidson 21.09 cu. in. Single that made "80 Mile Per Gallon" famous. For truly economical transportation and smooth power up to 65 miles per hour, this little motor can't be beat.

Now for a review. Every Harley-Davidson Motor is fitted with side-by-side valves. Each valve is operated by its own personal cam-gear. This means absolutely correct valve timing all of the time. Perfect valve timing is a big factor in making a motor perform perfectly. Every Harley-Davidson motor is equipped with genuine licensed Ricardo cylinder heads. These cylinder heads are designed to get every ounce of horsepower out of a gallon of gas. All cylinder heads are removable, making it possible for you to remove them and clean carbon just as slick as a whistle. Pistons and other "reciprocating parts" (parts that move up and down like the stock markets) are light in weight, cutting down on motor vibration.

On the "74" muffler, you'll notice something different. An extra large section. That's more an additional shell built around the main pipe. If the outer shell were taken off the "74" muffler, the tail pipe would look exactly like the one on the "45". That section of the "74" tail pipe which is covered with the outer shell is punched full of holes—hundreds of them, and the space between the outer shell and the tail pipe is filled full of a sound absorbent material. The result is kind of a soft, humming exhaust sound.

In winding up about the motors, let me add that every new improvement makes a better motorcycle for you. Every new feature makes for more horsepower. Who was it said his was the horseless era? I wish he had a chance to ride one of these new Harley-Davidson. Why, every Harley-Davidson motor has more horses than a first-class livery stable. Good strong horses, too. Cross between work horses and race horses, and a goodly lot of both. Healthy horses. Surprisingly healthy, considering their meagre fare of gasoline and oil.



"What car is that George? It went by us like a shot. I never saw a car travel with such effortless speed"

"That's the new Buick Eight-in-a-line. It's no use our trying to pass them—my engine is up to the limit now."

The New Buick Straight Eight has reserve power under its hood and perhaps more speed than you may ever care to use.

You can buy the new Buick with the same confidence with which you have bought Buick products for the past 25 years.

Everybody who drives it—or rides in it—say: "Never in my motoring experience have I seen such a car!"

Why not try one a free demonstration to-day? There's no obligation.

The New

BUICK 8

The Eights with Buick's Prestige

114" Wheelbase Buick Models...G\$1,530 to G\$1,655
118" Wheelbase Buick Models...G\$1,820 to G\$1,930
124" Wheelbase Buick Models...G\$2,160 to G\$2,195
132" Wheelbase Buick Models...G\$2,160 to G\$2,705

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NASH DOES WELL.

6,000 Kilometres in Six Days.

ROUGH GOING.

Because of varying climatic temperatures and because of the fact that their route offered an excellent proving ground for motor cars, South American motorists take delight in arranging raids (tours) to test the stamina of automobiles of their choice.

Mr. Julio Plesch, Jr., the Nash dealer at Concepcion, Chile, and Mr. George Blackburn, Nash owner and sportsman, recently undertook and successfully completed such a tour—an international raid from Concepcion—Buenos Aires—Montevideo—Valparaiso—Santiago and return to Concepcion.

Their journey across country made in six days and a distance of approximately 6,000 kilometres was covered by the rugged travellers and their sturdy Nash without a single mishap—mechanical or otherwise.

Some of the high lights of their interesting journey are revealed by Mr. Plesch in an interview with the press, as follows:

"First of all I may say that the car used in this raid has answered in every respect the requirements of the raid, having been able to overcome at all times the difficulties encountered on the roads.

"After preparing the Nash car for a long and difficult trip, the gradients in Argentina being very steep, we left Concepcion for Lonquimay, where we remained. Early the following day we continued our trip crossing the cordillera, which is very difficult to cross on the Argentine Republic side.

"The entire distance was made without the car having failed once. We passed the towns of Zapala, Nuequen, Rio Colorado, Bahia Blanca, Mar del Plata, in order to reach Buenos Aires in six days.

"Our Nash car got into ruddy roads, from which we could get out only by building, with the help

of some residents of that place, a provisional entrance to a bridge under construction, thus enabling us to take a road presenting the least difficulties.

"As a rule, however, the roads in Argentina are passable. Those in the pampas, San Luis and Nuequen are rather monotonous, in view of the long distances, travelling a whole day without seeing one single tree or even a rancho where one could rest. Hundreds of kilon. res are driven without meeting anyone, nor finding a place where one could ask for help if necessary. For such a trip it is necessary to take along everything for the car as well as for one's personal use.

"In Buenos Aires, as well as in the other cities visited by us, they asked us for full details of the

trip, and on hearing our comments they congratulated us in view of the successful manner in which the raid was progressing, the purpose which was to test not only our physical resistance, but also the resistance of the car used for the purpose.

"Our visit in Buenos Aires was very short, but we were warmly greeted by the Directors of the Auto Club Argentino."

Asked to give his impression of the car that he used in his trip, Mr. Plesch replied enthusiastically: "My Nash Single Six, 1930 model, has answered at all times to the great efforts required of it. We are charmed because both in the sandy grounds in Argentina, as well as on the gradients on the cordillera, it did not fail us on one single occasion."

NO PICKUP.



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"SIX" 70-horsepower
 116-inch wheelbase
 It's a POWERFUL car—its 70 horsepower delivers more power per pound of weight than any other car in its price field.
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Pictorial Supplement

January 17th, 1931.

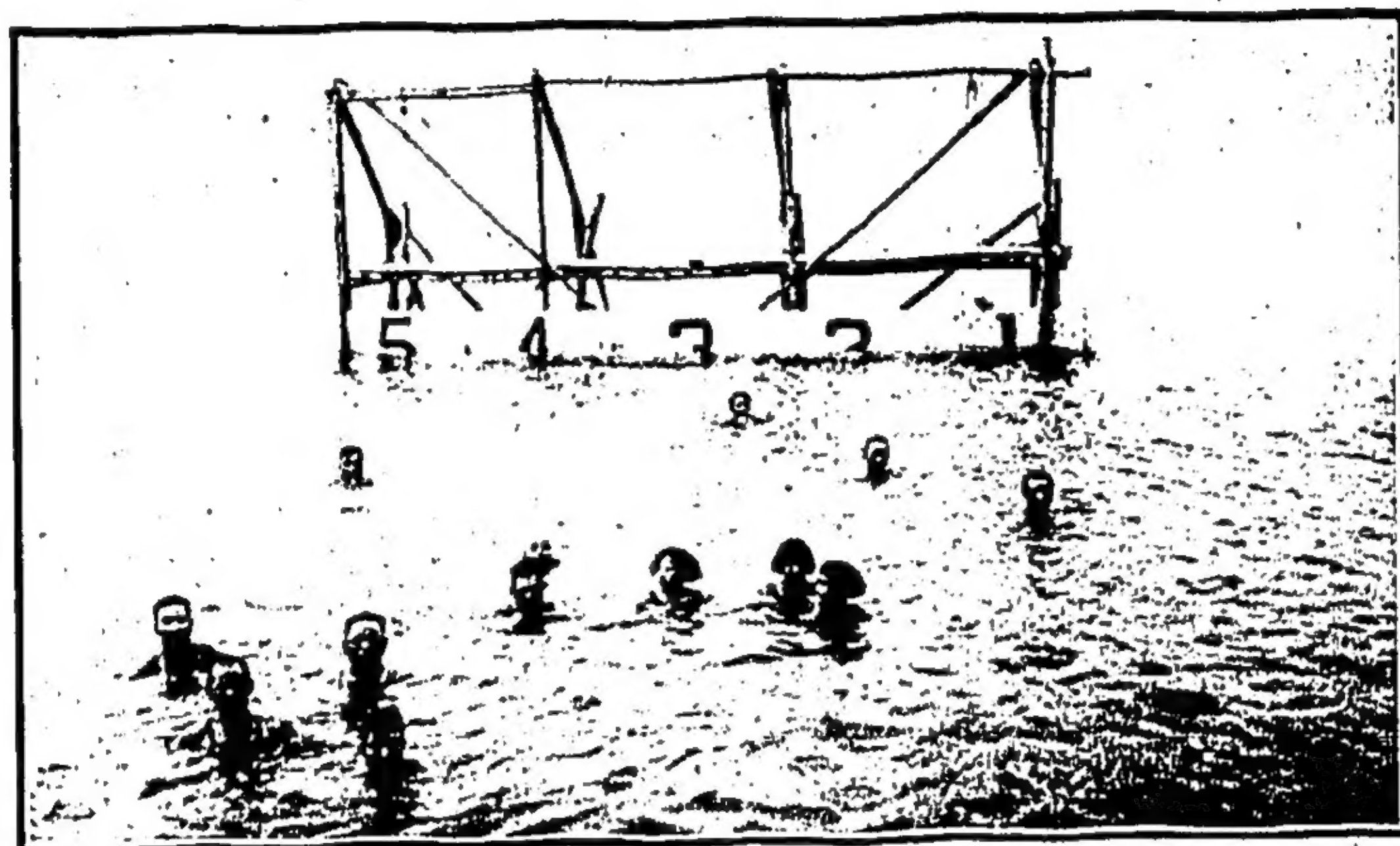
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Mr. Kennerley Rumford, the noted singer, who, with Dame Clara Butt, his wife, is to give recitals at the Theatre Royal to-night and on Monday.



Sea-bathing in Hongkong on New Year's Day may seem a bit far-fetched, but the above pictures were taken on January 1st., when the members of the South China Athletic Association's swimming section enjoyed a dip in the briny. (Photos: Ming Yuen Studio).



The South China Athletic Association's First Division team, which at present heads the League table. So far, their only defeat has been by the Chinese Athletic team. (Photo: Ming Yuen Studio).



Mr. Joel Choi Anock, President of the Association Commercial de Macao and Vice-Chairman of the Chinese Chamber of Commerce there. He is a Knight of the Order of Christ, Portugal.



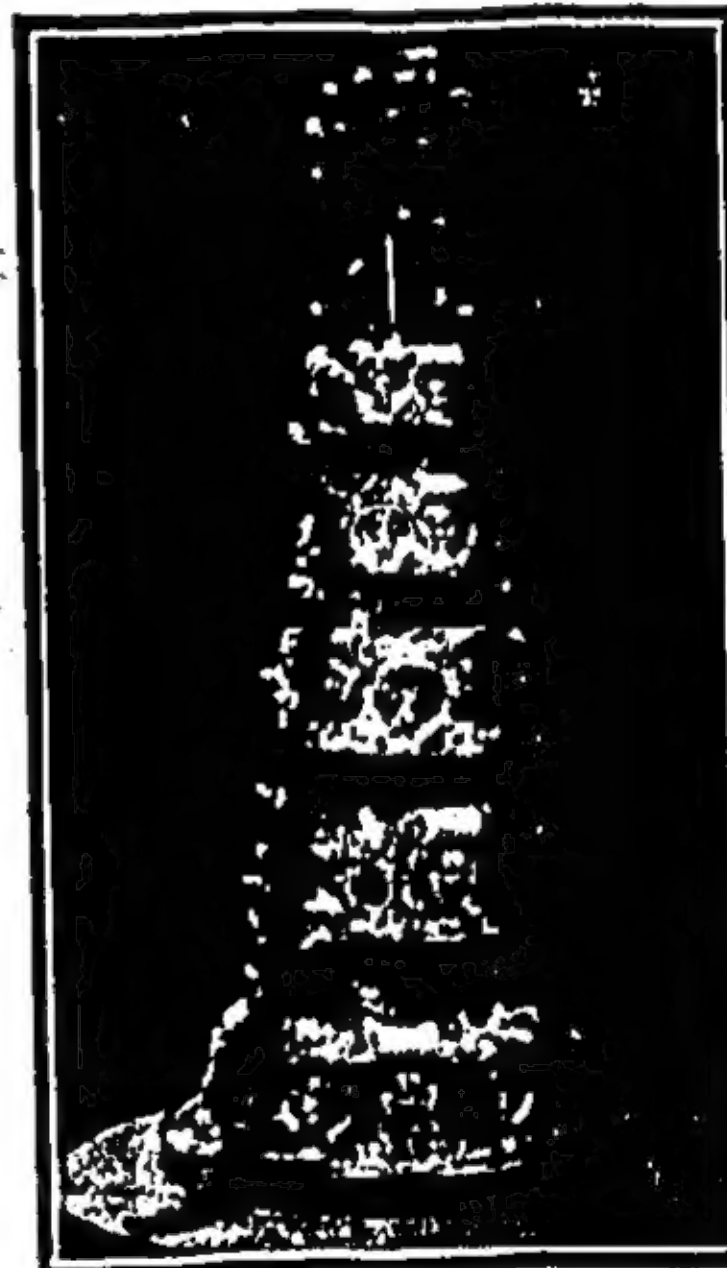
Mr. Wang Yuan-lung, one of the best-known Chinese cinema stars. He is on a visit to Hongkong from Peking in connexion with an ambitious scheme for Chinese talkies in Hongkong and South China.



This group was taken on the occasion of the fifth annual prize-giving held in connexion with the Kowloon City Primary School, when the awards were distributed by Mr. Li Yau-tsun, C.B.E., who is seen seated in centre of front row.



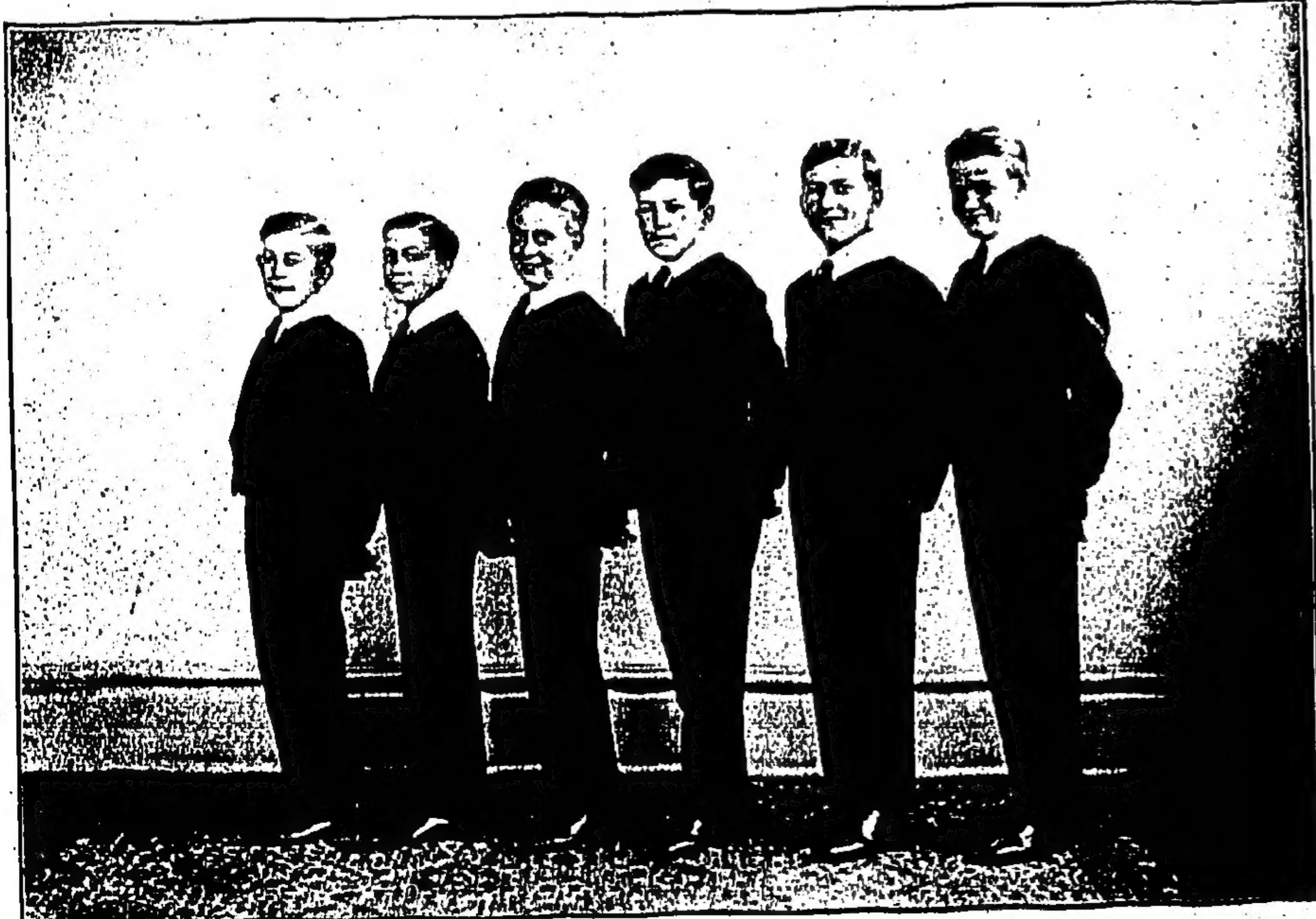
A pretty wedding took place at St. John's Cathedral on Saturday last, when Miss Phyllis Goodall became the bride of Mr. Joseph Harrop. The above group was taken after the ceremony. (Photo: Ming Yuen Studio).



The magnificent wedding cake supplied by Lane, Crawford, Ltd., for the Harrop-Goodall wedding. (Photo: Ming Yuen).



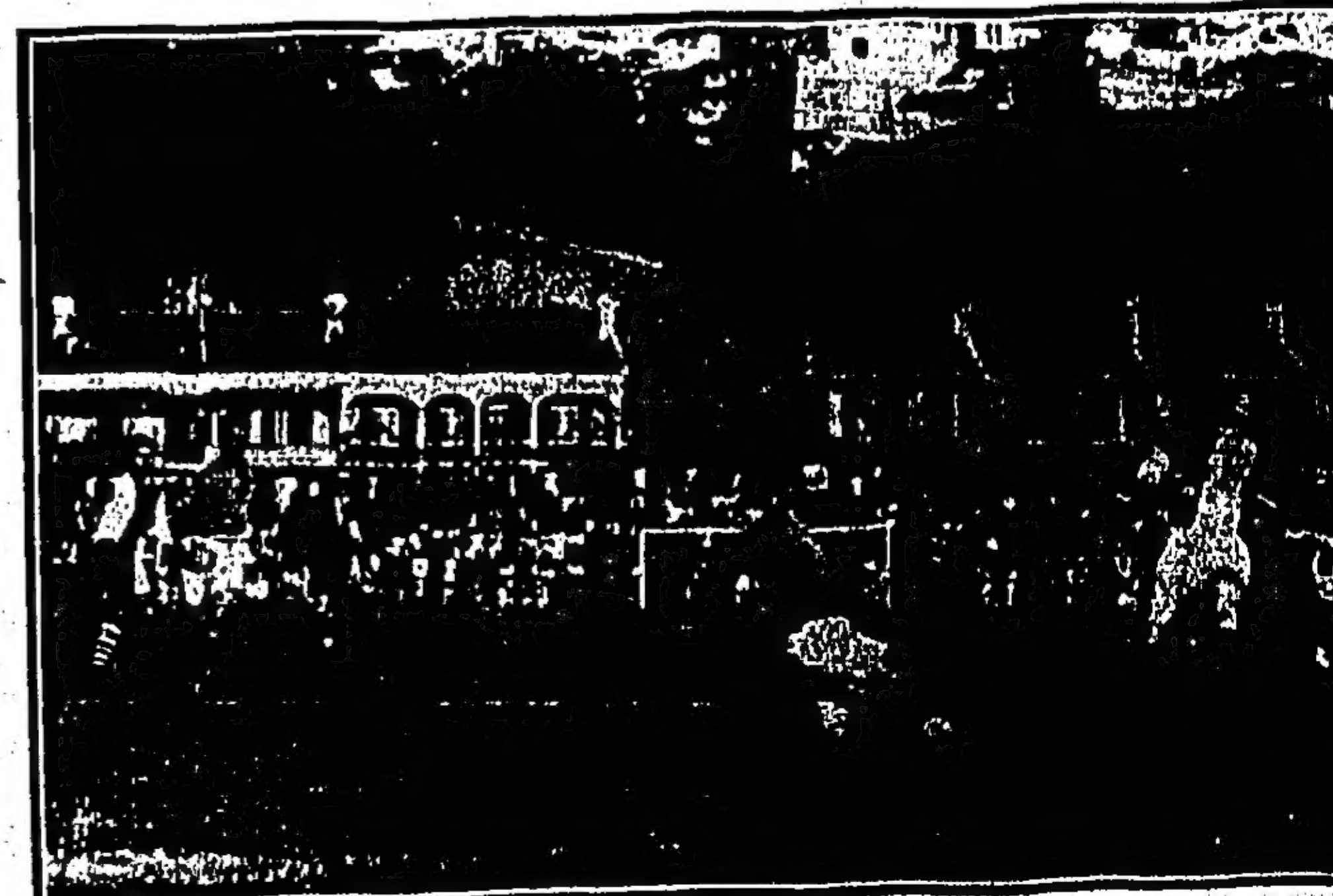
Mr. C. D. Melbourne, who has just retired after over 30 years' service with the Hongkong Government, during which he has won hosts of friends by his genial disposition and sterling character.



Here are seen the six boy sopranos of the Westminster Glee Singers, who are to open their season at the Theatre Royal on the 26th instant. The Glee Singers specialise in folk songs, sea shanties, etc., and have won a great reputation wherever they have appeared.



Dame Clara Butt, the world-famed contralto, who is to be heard in Hongkong to-night and again on Monday.



Midfield play during the Lal Wah Cup Competition match between the Chinese and the Army, which the former won by four goals to three, thus qualifying to meet the 'Civilians' in the final. (Photo: Mee Cheung).

NOBEL PRIZE WINNER. REWARD FOR BLOOD RESEARCH WORK.

Thirty years ago, when the first Nobel Prizes were awarded, Dr. Karl Landsteiner thrilled at the thought that some day even he—an obscure young Viennese physician with more of a flair for research than for practice—might aspire to the distinction of such an award. The honour, he knew, could come only after a long career of outstanding service to his profession. But if he kept everlastingly at his microscope and his little glass slides and his test tubes—well, one never could tell.

What Dr. Landsteiner never dreamed, and much less the scientific world, which received his discoveries with some condescending interest, was that he already had won a Nobel Prize. Of course, there were to be subsequent findings which would remove all doubt of his fitness for the international award. But when, in 1901, he identified the four main classifications of human blood, he had done the principal work which was to bring him the Nobel Prize for Medicine in 1930.

At the University of Vienna, from which he graduated in 1891, the young doctor had been taught that blood was blood the world over, a complex substance, but with entirely uniform qualities. He didn't believe it. His scepticism was confirmed after he had studied the work of Pasteur in his discovery and use of toxins and antibodies for immunization against infectious diseases.

Studies Blood Chemistry.

When, in 1901, Dr. Landsteiner announced that there were four types of human blood with distinct agglutinative or collective tendencies, nobody was in the least excited. He called attention to the importance of the discovery for blood transfusions, but it found its first practical application in anthropology and in medical legal matters, such as the establishment of paternity and the detection of crime.

Not until the World War were his findings given widespread recognition. He was pathologist for the University of Vienna from 1909 to 1919, but the significance of his work first was utilized by American surgeons with the A. E. F. All the Allied medical staffs soon were using transfusions in cases of hemorrhage and wound shocks.

Made Transfusions Safe.

Transfusions, previously, had been only about 50 per cent. successful. They were governed by chance. Patients with one type of blood, when given blood of another type, often had no more chance to live than if a virulent poison had been put into their veins.

How many lives have been saved by Dr. Landsteiner's discovery no one knows. New York City, however, furnishes a significant report. During 1929, 11,000 transfusions, safe and simple in their modern technique, were performed there. Allowing 400 c.c. or about a pint, as an average for each operation, approximately 5,000 quarts of healthy blood flowed from donors to patients in one year.

Working from his four basic classifications, Dr. Landsteiner now has separated human blood into more than 30 additional groups. It was this furtherance of his work that clinched for him the Nobel Prize, a bequest of some



Dr. Karl Landsteiner, New York bacteriologist and pathologist who has been awarded the 1930 Nobel Prize for Medicine, here is pictured at work in his laboratory at the Rockefeller Institute for Medical Research.

\$18,000 from the \$9,000,000 fund established by the will of Alfred Nobel, who died in 1896.

Dr. Landsteiner doesn't know what he will do with the money. He has a home in New York where he, his wife, whom he married in 1916, and their son live in comfort. His trips abroad are financed for him, since he goes there for lectures, or for work in the interests of the Rockefeller Institute of Medical Research, of which he has been a member since 1922. His personal wants are simple; almost constant work in his laboratory leaves him time for little else.

"And I don't believe," he said, smiling, "that there is anyone who can tell me how to buy stocks right now."

Controls Blood Donors.

Part of the organization which is nearest his heart, the Blood Transfusion Betterment Association, which he helped to organize in 1928. It is a non-profit-making corporation, endowed, which seeks to advance the science of transfusion, furnish voluntary aid to persons in need of transfusions, examine and classify blood donors, and conduct investigations and research generally to improve the practice.

Two offices are maintained by the association where blood donors are given monthly examinations, as well as re-examinations before each transfusion. A large number of donors, including every known blood type, are kept constantly available for hospitals and physicians. Rates of payment, \$10 for each 100 c.c. and a minimum of \$25, are rigidly enforced. Day-and-night laboratory services are offered for the quickest possible blood analyses.

Dr. Landsteiner, a member of the medical board, thus is able to combine his own work with a public health service which recently has been recognized by a state law requiring the examination and licensing of all blood

BUSINESS AND RELIGION.

Chicago's Skyscraper Church.

First Methodist Episcopal Church of Chicago is generally recognized as the first church in America to link religion and commerce in a modern skyscraper.

The church owns and is housed in Chicago Temple, a 21-story building erected in the heart of the loop district. In many respects it resembles a purely business structure, except for the great spire which rises 68 feet above the street.

The church and the rooms it uses for institutional work take up five stories. The rest of the space is rented to business firms and professional men. Stores on the ground floor are required to close on Sunday.

The Temple, which cost \$4,500,000 in addition to the plot of land valued at \$3,500,000, was financed by first and second mortgages and was backed enthusiastically by Chicago business men.

The church provides rooms for almost every sort of social and educational use. Its gymnasium, complete with baths and showers, for the use of men and women on alternate evenings, is under the direction of competent physical instructors. A bureau of employ-

donors, under various agencies, he now is interested in the establishment of similar services in other cities.

"Even the matching of bloods between donors and patients of the four major types has not proven entirely satisfactory," he explained. "We find that there are many variations among the main blood groups. Thirty have been found, and there are more to be discovered. But we hope soon to be able to make perfect transfusions."

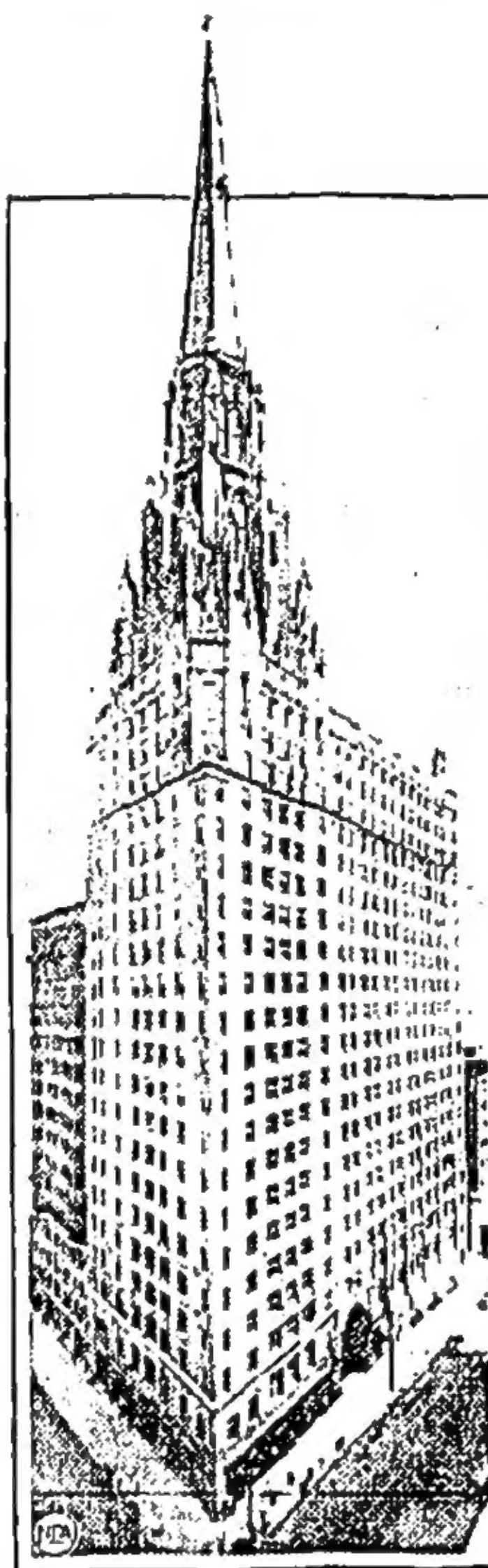
Used in Criminal Work.

"We also could employ this new knowledge in the case of suspected murderers, by analyzing blood-stains on the 'suspect's' clothing. However, it is possible that the blood of the suspect may be of the same group as that of the victim. This also is the case in trying to determine the paternity of children. But if samples of blood from the child do not mix with those taken from the supposed father, we know that the two are not related."

During these studies, Dr. Landsteiner found that the blood of the anthropoid ape bears a far closer biochemical relationship to that of man than it does to the blood of lower monkeys. This tends to support the theory, he said, that man and the apes are descendants of a common stock.

The Nobel Prize is the third award he has received in his medical career, the others being prizes from the Aronson and Ehrlich Foundations of Germany. He was the first to infect monkeys with the virus of poliomyelitis (infantile paralysis), thus putting in the hands of bacteriologists a means of studying the disease in animals and immunizing and curing humans of it.

"He's the most modest and retiring person we know," declared a colleague. "He'll never voluntarily take credit for anything he does. Shuns publicity. True science is the only important thing to him. It's really in his blood."



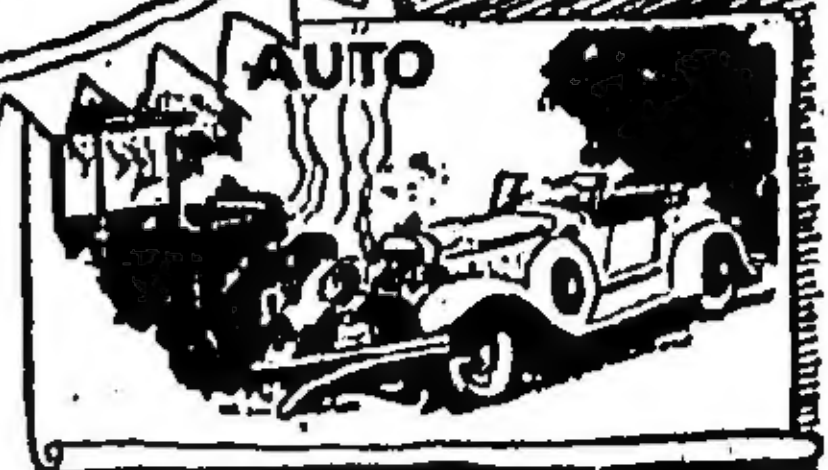
Methodists in 1858 built their first office and church building, which earned a substantial income above expenses. It was four stories tall and cost \$70,000.

This stood until the great fire in 1871, which wiped out that section. A year later the church erected its second composite building. This time it cost \$120,000. The building stood until 50 years later, to a day, when work was started on the first modern skyscraper of a religious character in the heart of a great business district.

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Olive Borden, who has a leading part in the First National Vitaphone film, "Wedding Rings."

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Nearing the crowning achievements of their artistic careers, the young women pictured above soon are to make their debuts in important roles with the Metropolitan Opera Company in New York. Miss Olga Didur, left, was born in Warsaw, studied in New York and Milan, and sang in operas last year in Russia. Miss Rita Delaporte, centre, a New York girl of English and French extraction, will appear as the company's premier danseuse. Miss Myrna Sharlow, right, a soprano, is a former member of the Boston, Chicago and Columbia Opera Companies.



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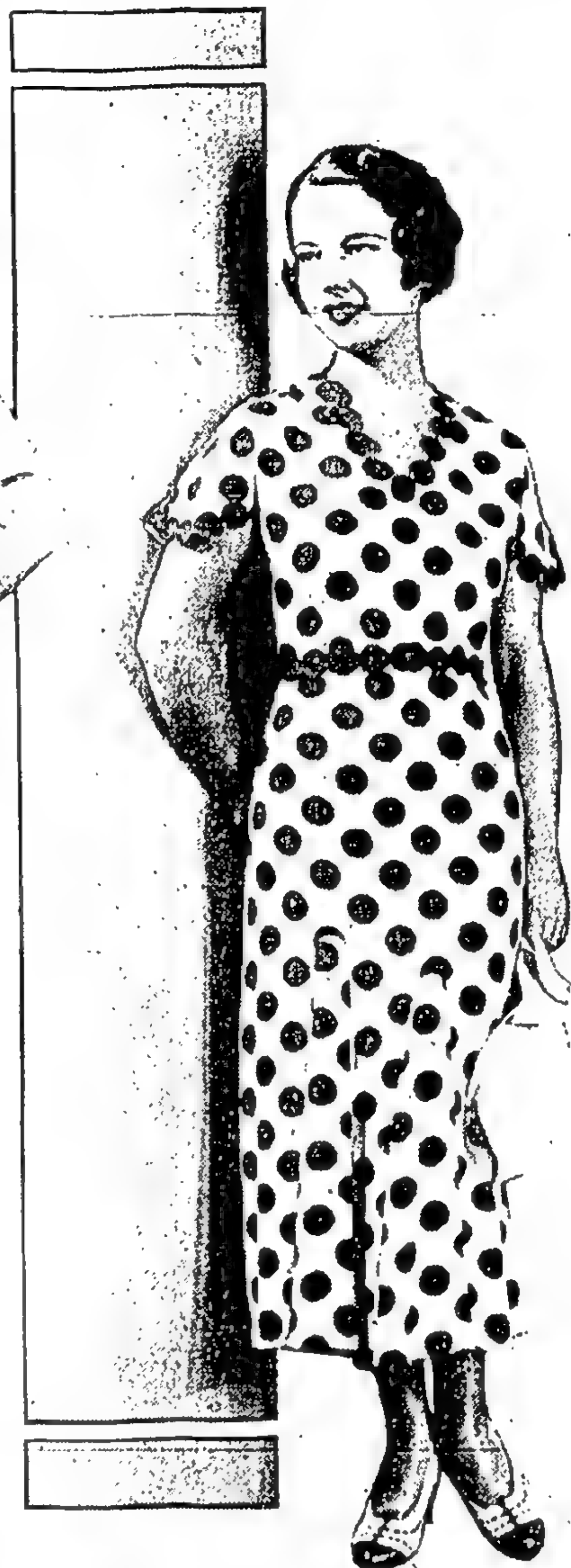
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Fashion Looks to the New Year

Only in neckline and sleeve line can you distinguish differences in the cut of winter styles for the chilly north and sunny south



I. Vionnet made this rose crepe dress which Bergdorf-Goodman features with kappap hat and beige shoes.



II. green polka dots splash this Palm Beach frock which Bergdorf-Goodman says is cool but opaque, making a slip unnecessary.



III. there is spring chic in this lace wool frock of burgundy by Bonwit-Teller.

by Julia



IV. diagonal tucking is a novelty of Lanvin's blue wool frock imported by Bonwit-Teller.

V. Bonwit-Teller strikes an intriguing note in this black and white suit with its oxfords and beret.

ANOTHER year appears on the horizon. New Year's resolutions are in order. So are New Year's clothes, for it is so much easier to carry out any resolutions, old or new, if you are dressed beautifully and feel all set up.

Whether you go south or stay north a new little frock or two will renew your spirits and put you in the mood to face another year.

If you are going south, you must think of bright sunshine and white sands. White clothes, sunny yellow clothes, gay green ones are in order.

If you stay north, remember that a bright, warm color such as red, burgundy, tawny gold or rich blue or brown will add cheer to what might otherwise be a snowy scene.

If you go south, you will need a hat, but no coat, to top your frock. If you stay north, you must get the kinds of frocks that go beautifully under the fur coat or the cloth coat with fur trim.

WHETHER you go south or stay north, however, you will be surprised at how similar in cut are the new dresses.

Molded lines, not too much length, belts or belt lines and some skirt fullness. The place they are noticeably different—and for a reason—is the neckline. And the sleeves, too, come in for their portion of originality.

Necklines have taken unto themselves the power to give frocks this character or that. A dress may be demurely young or sophisticatedly mature, just by the change in neckline. It may be a smart dressy dress or a tailored one, in like measure by the variety of neckline it affords.

I. IF you are something of a sophisticate, you will want a tailored frock for daytime wear in the land of the palms.

A rose canted crepe dress, beautifully tailored in a new Vionnet line, is perfect for your purposes. It has that diagonal cut to it that is vastly flattering and graceful. The new Vionnet neckline drapes softly to the side, maintaining the graciousness of the original cowl but adding just

that touch of difference that is important. This rose frock has its sleeves and neck yoke cut in one piece. It has long sleeves that puff at the cuff and gather into narrow bands at the wrist. And a sweet sash belt that ties into a perky bow at one side.

With it, a natural kappap straw hat that flares from the face and yet furnishes quite a bit of shade for the eyes, has an amusing feather ornament in shades of rose, tan and brown, and is banded in the brown.

II. IF you are a young girl going south, you will want the simplest of necklines on your morning dresses and sports frocks.

Something that dots its way to the top of the list of chic things is a white rayon flat crepe frock with huge polka dots of green. It is a new material of heavy enough weight to make it unnecessary to wear a slip with it, which makes for coolness when you are in the land of hot sunshine.

The dots are huge, much larger than last year's coin dots. The dots are cut out, and appliqued on to make a chain of spots about the neckline and the cute cap sleeves, and a belt, too. It is a most effective trim. So simple, yet so chic. It makes it optional whether to wear a necklace or not. Certainly a necklace isn't needed to give this little frock a place in the sun at Palm Beach.

With it, a white Panama hat has a wide brim, cut into a fancy pleated effect in the back. Shoes of white suede and green kidskin are very new. They have open-work suede for their main part and tips and a tiny line up the front, like a narrow tongue, of the green kidskin.

III. IF you are staying north, you will find yourself aided and abetted in carrying out your New Year's resolution to-make-good-on-the-job by a tailored lace wool frock, in rich burgundy color. It is a smart little frock, with a very unusual collar, which starts out like a coat collar and then develops ripping jabot revers. It fastens over on one side, in the new modi-

fied Russian manner, and uses matching bone buttons to close it. The sleeves button shut at the wrist with a single big bone button and there is a burgundy-colored patent leather belt with a round buckle just the shape of the buttons. A single pocket, put on in slanting fashion, is an aid to chic and useful to hold a hanky.

IV. IF you are a tailored woman, you will be pleased with a blue crepe wool frock, a Lanvin model in the cheery blue that is so good for winter and so effective under a tweed or fur coat.

This frock is distinguished by its diagonal tucking which is emphasized by its diagonal half-collar of white silk pique. The collar treatment is very tailored and yet softly feminine because while it has a stitched self band on one side, this white collar begins at the other shoulder, slips under the plain banding and falls into a side jabot. Three bone buttons, in the dress' blue, fasten the collar in place.

There is a normal waistline, belted with a blue crepe belt and one pocket, made in the first band of diagonally stitched banding.

V. IF you are the ingenu type and need some smart frock to wear under a short fur jacket or a broadtail coat, there is a most suitable one to be had in black wool jersey with an original neckline in white that is half and half—the right side and back of white angora wool, the front and left side of embroidered daisies, done in the white wool.

This frock has one of the new wide necked V cuts for its neckline, with the front point quite low. It has three-quarters sleeves, also a new style feature, with white cuffs topped by white daisies. There is an unusual hip adornment on this frock. Across each hip, rounding up to the waistline and down again in the back, a little braided trim of the material is posed. At each end there is a little white ornament, like a bell.

A black suede beret, white suede gloves and black oxfords, in an afternoon cut, are suitable accessories for this trim costume.

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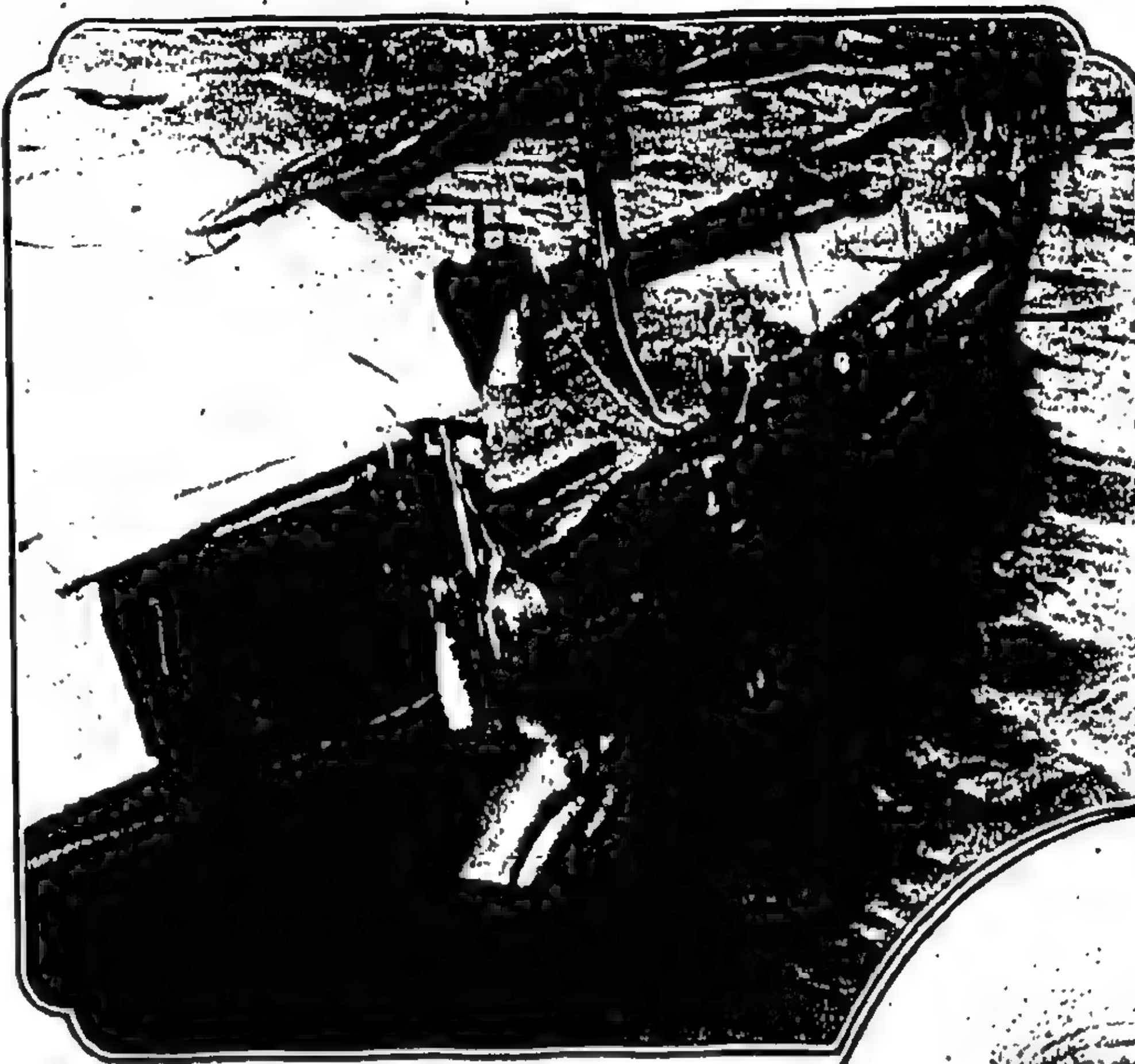
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Mr. T. T. Kwok won first prize in the Genre Class "B" at the University Amateur Photographic Club Exhibition for this picture, entitled "Mending the Leak."



Seven pictures were judged of equal merit in the Landscape "A" section, but by vote of the judges this one, "Wings of the Morning," by Mr. P. A. Dragon was awarded the prize.



A fine study, "The Veteran," which won honours for Mr. K. K. Kwok in the Portrait School Class.



Dr. T. C. Lau was grouped equal seventh in the Landscape "A" section for this picture, entitled "Summer Days."



"Landscape," by Dr. T. C. Lau, another of the seven pictures in the Landscape "A" section, adjudged of equal merit.



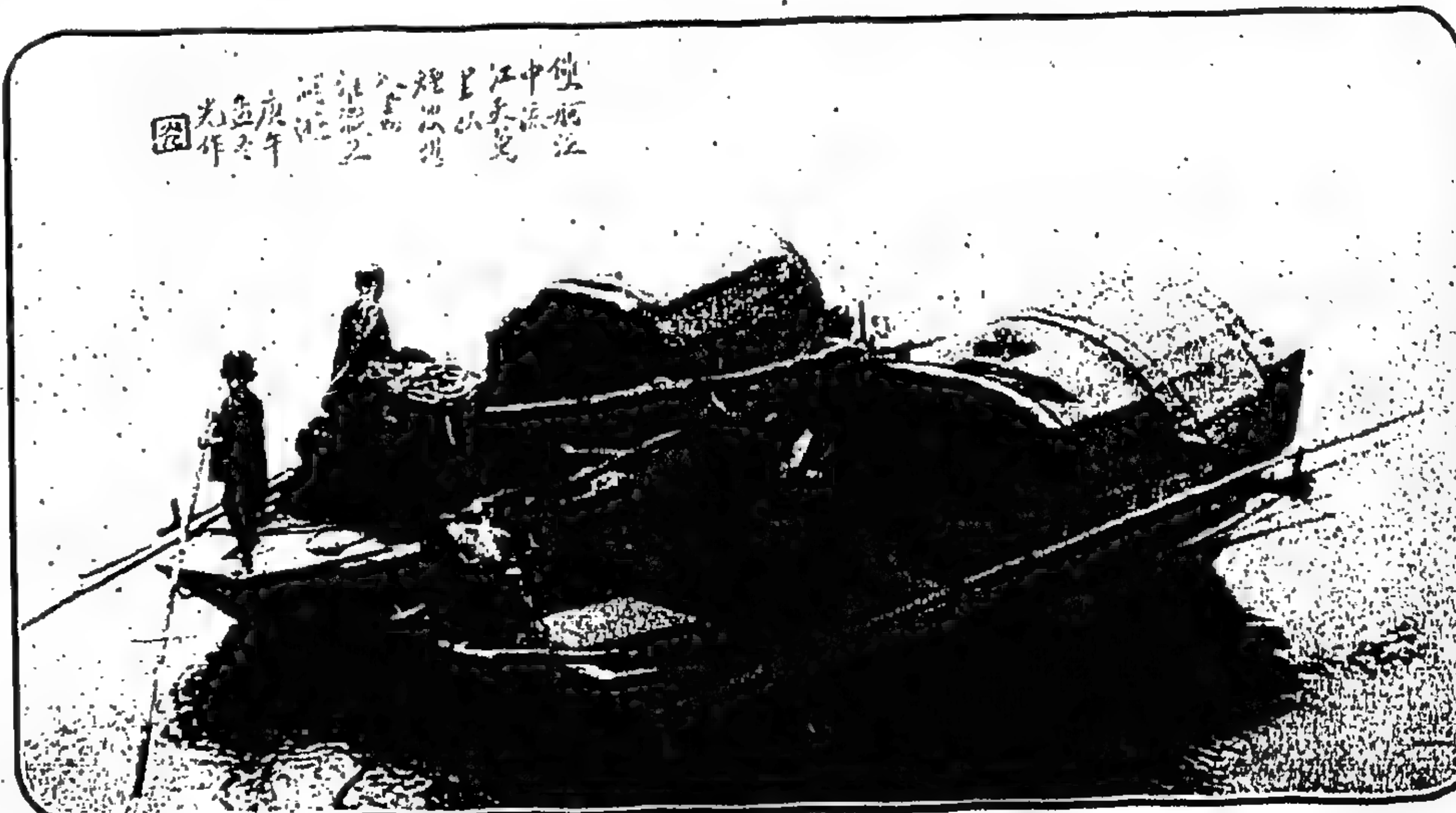
"Shadows in the Court Yard," by Dr. T. C. Lau, which tied with six others in the Landscape "A" section.

WHITEAWAYS

GREAT WINTER SALE

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MONDAY, NEXT.

HUNDREDS OF BARGAINS.



Yet another picture of the seven which tied in the Landscape "A" section. Entitled "Twin Boats," it is the work of Mr. Alfred Lock.



Entitled "Gossips," this entry by Mr. Heinrich Lucor was declared by the judges to be the best picture in the exhibition.

TRIUMPH OF COMMERCIAL CAR.

Advance in Every Type of Vehicle.

The commercial motor vehicle is no longer a despised, poor relation of the private car.

In the past virtually anything was considered good enough for the design of lorry or motor-coach provided it was strong enough for its work. Neither the appearance of the vehicle nor the comfort of the driver and passengers was considered, while in the case of goods vehicles it was usually far heavier than was necessary for its work.

For years now we have existed under the tyranny of the heavy, clumsy lorry. It is not so very long ago that the public generally began to realise that a revolution was taking place in commercial transport. At the 1929 Commercial Vehicle Exhibition at Olympia I heard several prominent men in the private car industry say that the commercial vehicles were now taking the lead in design instead of following the private car.

Since then matters have improved still more, a powerful factor being the final disappearance of the war-time lorry which was available in such numbers that it discouraged the development of new ideas for many years. At the end of the war enormous quantities of these lorries, which had been used on the various fronts, were reconditioned and let loose on the market. They could be obtained cheaply and, though clumsy, were adequate for their work.

New Demand.

Now at last most of these vehicles have gone to be broken up, and the result is that from all over the country and from overseas there is a demand for new vehicles to replace them.

A firm which has once taken to motor transport does not give it up easily, and most of the buyers who were formerly satisfied with old vehicles are now demanding up-to-date machines to replace them.

The industry has responded nobly, and the modern motor coach or goods-carrying vehicle is a remarkable piece of engineering. I have heard of one or two cases where the manufacturer of a commercial vehicle has been consulted by the manufacturer of private cars about the solution of particular problems.

Now that the commercial vehicle has been improved to such an extent, the public are naturally taking more and more interest in it. That they like to see the new types of coaches is proved by the attendances at recent exhibitions. Unfortunately the Olympia Commercial Vehicle Exhibition is held only once every two years, but the Scottish exhibition at the Kelvin Hall, Glasgow, has a commercial section in the intermediate year, and this proved a great attraction this year.

Time That is Money

The modern commercial manufacturer has to go into every detail of his chassis to ensure that its operation is as near perfect as human ingenuity can make it.

He must think not only of such things as comfort and mechanical excellence but also of running expenses.

One of the most expensive items in coach, omnibus, or lorry operation is not the cost of repairs alone but the money lost during the time that the vehicle is laid up for this work. The reduction of these periods will result in a tremendous saving.

For many years Sir William Morris has been engaged in the manufacture of light commercial vehicles, but it was only last year that he decided to enter the field in the really large class. This he did with extraordinary success with vehicles for from two tons upwards. Two coach or omnibus chassis were extremely successful. These are known as the Dictator and the Viceroi. One was a 28-seater and the other a 20-seater.

Changing Engines.

A most important point about these chassis is the speed with which they can be handled when repair or overhaul is necessary. By an ingenious mounting of the engine the whole unit, including the front wheels, can be withdrawn at once after undoing a few bolts and disconnecting the controls. In this way the engine can be run out of the chassis in a very short time and another engine run in so that the vehicle can be on the road again in a few hours instead of a few days, and the old engine left behind in the shops for overhaul at leisure.

The Morris light vans, as distinct from the vehicles already mentioned, are produced to carry weights of 5 and 8 cwt. and are admirably designed for parcel delivery.

They too supply an example of the progress of recent years as representing an ever-ready means of transport on account of their extreme reliability under all road conditions and the ease with which they can be manipulated in congested traffic.

Better Brakes.

Another firm of interest which has been known for many years as a builder of fine sturdy commercial vehicles is Commer of Luton. Nearly two years ago this firm was brought into the first large British combine of motoring interests, the Humber-Hillman-Commer group.

Since then the works have been entirely reorganised and laid out on new lines, while the vehicles are the last word in design. The Invader and Avenger chassis are their two chief models. They are all finished on private car lines.

Naturally, with the high speeds of modern coaches and even lorries, the brakes are one of the most important considerations. It is not generally realised that the enormous effort required to stop one of these great six-ton vehicles fully loaded going at about thirty miles an hour down a steep hill. As an instance I may quote a certain large depot for goods situated in the Midlands in hilly country. With a fleet of excellent lorries of the old type their brake linings had to be renewed every three days.

Many firms are making a special study of the brake problem, and it is probable that we shall soon have in operation brakes of an entirely novel type which do not depend on the friction of shoes on drums.

Sharing the Load.

The Commer concern has made a special study of the brake question, and in addition to fitting very large drums, they have an ingenious system of coupling the shoes on the back axle. When the foot brake on the largest vehicle is depressed it pulls on the additional shoes coupled to the side brake, so that on the back there are eight shoes in operation at the same time, thus distributing the load far more evenly.

A further contribution to efficient commercial transport facilities is in the new Chevrolet Truck.

The 1930 "Bedford" model, which has just made its appearance, contains some striking improvements. As a six-cylinder 30-hp. lorry at £212 and economical to run, it promises to be very popular for light work, comparing favourably with other trucks of this class.

The most outstanding modifications on the new model are detachable disc wheels and internal expanding four-wheel brakes.

Another feature of the modern lorry or coach is the provision that is now always made for the comfort of the driver. In the old days any sort of cab was put on in any sort of position, while the controls were so heavy that it required a strong man to work them. Now the controls are just as light as in any private car, and comfortable cabs are provided for the driver so that he can go through a really long journey with the minimum of fatigue.

Diesel Progress.

As the builders of the omnibuses of the London General Company, the Associated Equipment Company is known to a large number of people. Its new six-cylinder engines, as fitted to the latest omnibuses and in its commercial vehicles, have made a considerable name for themselves, but the firm's greatest step forward has been the pioneering of the Diesel type of compression ignition engine.

The A.E.C. 95-horse-power, high-speed oil engine has just been produced after extensive experiments. The design finally reached is a six-cylinder engine with a bore of 110mm. and a stroke of 142mm.

The Aero system is a combination of the pre-combustion chamber type of engine and the open-combustion chamber type. Compression is carried to the very high figure of about 520lb. to the square inch. This compression automatically fires the oil fuel when it is injected without the use of any electrical ignition.

In various tests made by the company the saving of fuel was clearly demonstrated. In one of these tests comparisons were made between an oil engine and a petrol engine doing the same work in a similar chassis. An oil engine which had been fitted to a lorry in place of a petrol engine gave, over many months of operation, an average consumption of 0.7 miles per gallon as against 5 miles per gallon for the petrol engine. It must also be remembered that the petrol was about three times the price per gallon of the oil fuel.

Other firms are developing oil engines of the compression ignition type in Britain and have had considerable success. There is a certain future for this type of power unit.

The British-built lorry or coach is able to compete with any foreign product in any part of the world and this trade is an ever-growing one.

WARNING BEACONS.

Simplicity and Real Efficiency.

[By John Prioleau.]

One of the most important of the provisions of the new Traffic Act is the promised standardisation of road signals, a measure of which every road-user has stood in sore need ever since motor-traffic became general. The lack of system in the design and placing of all kinds of signals, from danger warnings to ordinary signposts, under which Britain suffers is little short of scandalous. We are not concerned with the inconvenience endured by foreigners visiting Britain, which must be considerable, but anyone making his first acquaintance with our crazy methods must be amazed that a country with such a multitude of roads carrying such an increasing burden of traffic of all kinds, from high-speed long-distance coaches and big-capacity lorries to small family cars, to be contented in tons of thousands, should have so long borne with such haphazard ways.

Misleading Signs.

We are promised, in time, the disappearance of the sort of sign, advertising goods, which is deliberately designed to resemble a road warning in order to ensure its being read. The Act words it tactfully but uncompromisingly: "the highway authority of any given district shall . . . require the owner or occupier of any land on which there is any traffic sign or any object which so closely resembles a traffic sign that it might reasonably be taken to be such a sign, to remove it . . ."—adding the penalty for disobedience. The words "or occupier" are of obvious importance in the case of properties on which the lodges-keepers bear that most undesirable of warnings, "Concealed Drive," by which the innocent user of the high-road is led to think that private roads have a priority right over the King's Highway. It will be the duty of the tenant, as much as of the landlord, to take the offending sign down.

Ample powers seem to have been given to the highway authorities, who are defined as any person responsible for the maintenance of the road—a very welcome simplification—and "traffic sign" is to be taken to mean all signals, warning signposts, direction posts, signs or other devices for the guidance or direction of persons using the roads. There is little room for legal quibbles in this—or, at least, it seems so to the hopeful lay mind.

"Road Lighthouses."

It will probably be some time yet before this admirable measure can be put into full force, as time must be allowed not only for the different county authorities, if they are the actual responsible heads of sections, to procure the necessary number of the new sealed pattern warning signs but for the Ministry to select the approved type. From time to time I have had opportunity of seeing various designs of new danger signals, but to my mind there has not yet been made anything so useful as the beacons which have been a feature of many of the Home Counties roads and of some in the North during the past four years or so. These are the "road lighthouses" to be met with in Kent, Essex, Middlesex, Hertfordshire, Surrey, Norfolk, Hampshire and, in a few lesser numbers, in Edinburgh and Dundee.

"Esperanto of the Road."

They stand about 10 feet high, are painted in black and white rings, and have perpetually flashing red lights. To a driver like myself who is constantly crossing and recrossing England by all sorts of roads, some more or less sensibly "lighted" (in the sea sense), some indifferently decorated with a mass of conflicting and confusing announcements, few following a general and recognisable plan, these beacons invariably appear as signs of common sense and safety. They are the simplest form of warning, and they give the road-user precisely the information he wants in language which does not even call for a knowledge of reading and writing.

They render superfluous all "Caution" highway notices. When the driver, whether he is on an "A," "B," or a "C" road, sees one of these—and, so far they have been properly visible to drivers on all sidesides of them—he knows that from that moment he is in a zone of potential danger, and, what is at least as important, that other road-users still invisible to him, and unaware of his preparedness. The same state of preparedness. The beacon may give warning of a danger-point, of anything calling for careful driving. It does not matter what its message may be, the effect on every driver is instant and safety-promoting. A dangerous driver may, and unfortunately often does, ignore even the signs "Slow" and "Cross-roads" printed across the road, but he must be something very special in the way of a road-hog to ignore that excellent designed beacon, which is as clear and simple in its meaning, as de-

void of sensational or misleading announcement, as a lighthouse at sea.

The Present Fuddle System.

All that is wanted on our crowded and frequently intersecting roads is an unmistakable call for instant alertness. Whatever the hidden danger may be, a cross-road, a blind turning, a village street with a school in it, a steep hill, the only thing which can avert an accident is expectation. It is, in these days of a multiplicity of signs, futile to specify the exact nature of the risks ahead, save in exceptional cases. The information is seldom read, partly because it is too often unimpressive, partly because it is given too often and in too many different ways, partly because it is often unnecessarily strongly worded, and after being warned a few times of some alleged danger which turns out to be quite imaginary, the average driver insensibly falls into the habit of ignoring most of them. There is one notorious "steep hill" warning outside Newbury which might serve as an example. The hill is a mild slope, with a gentle and quite open bend, and nothing to call for extra caution except the houses on one side, which are plainly visible a long way off.

Two Colours Only.

So far these beacons serve chiefly as danger-signals, but there is scope for extending their utility in other directions. They should, of course, take the place of the absurd red triangle, which has so signally failed to do its duty for some twenty odd years, but they can also be used to indicate the status of the roads on which they stand. At present their lights are red, a colour which through excessive over-use has lost all its value as a warning. The only colours necessary are green and yellow, green for "Proceed," yellow for "Caution." Red should be used very sparingly and only in emergency cases.

To indicate the status of roads they could be painted in prominent places with green for main roads and yellow for subsidiary roads, "flood-light" thrown downwards from the lantern, illuminating the

base and column on which, the indicating colours are painted. So far, then, as actual warnings go, of no matter what road con-

ditions, these beacons should give every information needed instantly and unmistakably and by their sweeping simplification of all traffic directions, except signposts proper, showing the way to places, contribute very greatly to the public safety.

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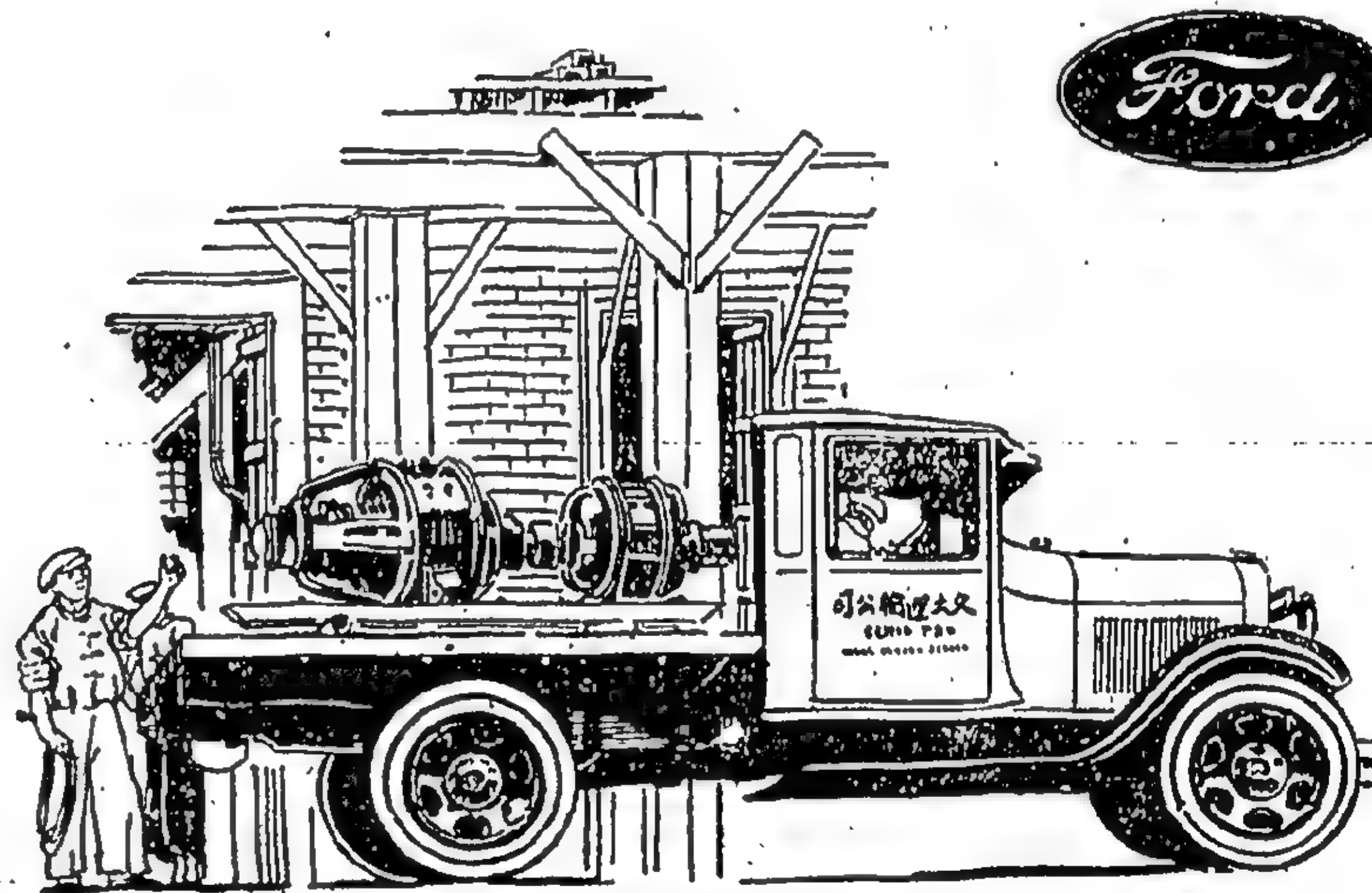
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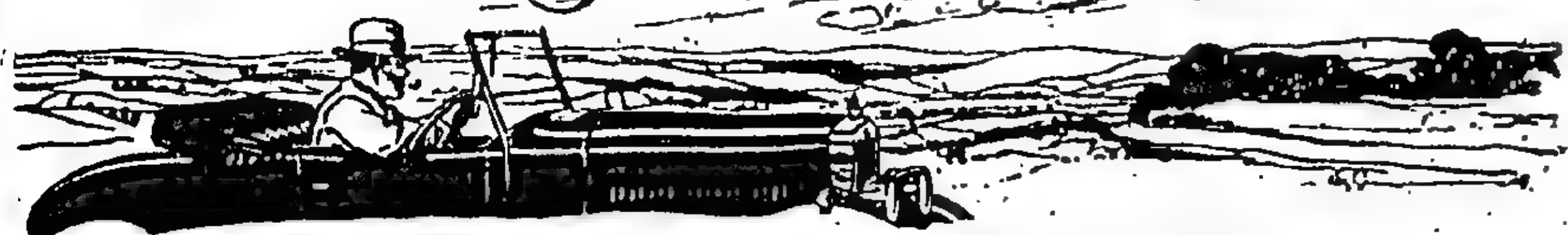
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Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

(By "Mileator.")

London, December 22.

Danger Signs.

December is here! Before I begin my monthly miscellany let me once again perform my pleasant annual duty of wishing all readers of these pages seasonable greetings for this coming Christmas and the New Year.

I was, as a matter of fact, considering happily what a benign augury it is that the new Act, about which we have heard so much lately, will put an end to some of those annoying danger signs. In some parts of the country, side roads are marked

"Dangerous Corner," while the ideas of the authorities as to what constitutes a dangerous hill vary to such an extent as to become ludicrous.

The most annoying of all are the unauthorised signs erected by private individuals, and these should be abolished forthwith. Of these, the "Concealed Drive" notices are the worst. It would be far more to the point if the owners of these drives would put up large notices inside their gates bearing the inscription: "Caution: Main Road," while, if they must

warn other people of their erratic intentions, the outside notice might read: "Look out! Tom Fool lives here." Apart from the annoyance these impertinent notices cause, they are an actual source of danger.

One resents them, and the natural tendency is to ignore them. Gradually one becomes sceptical toward signs in general and either fails to notice or pays too little attention to a sign of real importance, which may lead to disaster. It is the offensive egotism of the persons who cause these impertinent notices to be erected that rankles, and whilst to observe such a warning may give pause to some roadfarers, with others the effect may be quite opposite. It is a modern example of the old story of the man who cried "Wolf!" and the practice should not only be discouraged but suppressed.

Do You Reverse?

Having some time to wait in a public garage recently, I amused myself by observing the skill, and lack of it, of the motorists who came in, and I came to the conclusion that not one driver in ten could creditably manage his car in reverse.

In the garage in question, incoming motorists drive on to a turntable and, having been swung round, reverse into their stations. This is a more or less straightforward manoeuvre, but few drivers seemed capable of executing it. The difficulty, apparently, lies in steering to fine limits in a reverse direction, and some of the attempts made were lamentable.

Speaking generally, the only drivers to put up a good show were paid chauffeurs, while women, for the most part, left their cars on the turntable for the garage attendants to deal with. Many of the male drivers would have been well advised to do the

same, but were probably afraid of impairing their dignity.

Steering a car in reverse requires a certain amount of practice, and few people take the trouble to become proficient. It is not always easy to place the nearside back wheel of a saloon exactly where you want it, owing to impossibility of seeing it, but a little methodical practice in a quiet place will work wonders. An open car is a different thing, and there was no excuse whatever for the disgraceful exhibitions of certain drivers of open two-seaters, who often did not even know in which direction to turn the wheel. If motorists would pay more attention to this little matter there would be fewer damaged wings to be seen.

A Useful Habit.

Not being a professional psychologist, I cannot say whether it is a complex, an inhibition, or just plain foolishness, but whenever I blow up a tyre I find myself automatically counting the strokes. The habit, or whatever it is, has its uses, because after a time I get to know within fairly narrow limits when to detach the pump and apply the pressure gauge. From dead flat, my present pump requires approximately three hundred strokes to bring the tyre up to twenty-eight pounds pressure, but, if I did not count, I would guess that this pressure had been reached long before, which just shows how unreliable guesswork is in this particular operation.

My pump, I admit, is not a particularly powerful one, but it is, I think, well up to the average, yet the amount of pumping required to make good the loss of a few pounds always surprises me. Time was when I was content to judge my resources by the ancient method of kicking the tyre, or noticing the amount of deflection at the point of contact with the road, but sundry unfortunate experiences, plus a tabloid lecture on the occasion of a very interesting visit to Fort Dunlop, have shown me that the regular use of the gauge is well worth the small amount of trouble involved. Still, I am convinced that my subconscious habit of counting the strokes of the pump saves me a certain amount of time and trouble, and shall not try to break myself of it.

Still Unspoilt.

Just driving a car along a road made for the purpose and being one in an undistinguished and undistinguished thousand is undoubtedly a rather boring amusement; one's very individuality gets submerged, there is absolutely nothing original that one can do, or, rather, if one does do something out of the ordinary one is very certain to get into trouble for doing it.

Our new roads may be wide and splendid, but bottle-necks make all cars and men equal and confusion worse confounded. In addition, all the best authorities—whose business is to tell motorists how to motor—seem to insist on telling only of the main roads, with the idea, I suppose, that everybody on holiday wants to arrive somewhere and is not content merely to travel.

England is full of wonders that very few people may ever hope to see, except by mistake. Her main roads are her ugliest roads and the least worth running over save when one is in a hurry, and yet for some odd reason ninety per cent. of her total traffic is for ever to be found on them, a fact which both explains why the peace and quiet that used to be the perennial and particular perk of the real countryside is coming back to it and to the few happy motorists who have discovered where such joys are still to be found. Elsewhere "joy-riding" is half strangled at week-ends by her own children—that is, for those who do not abide in the depths of the country, a place where we can still have all the world to ourselves and no one to grudge it us. I may not be believed, but I know a village not fifty miles from London Town where the children still cheer the passing car—and on a short cut to Cowley (Oxford) too!

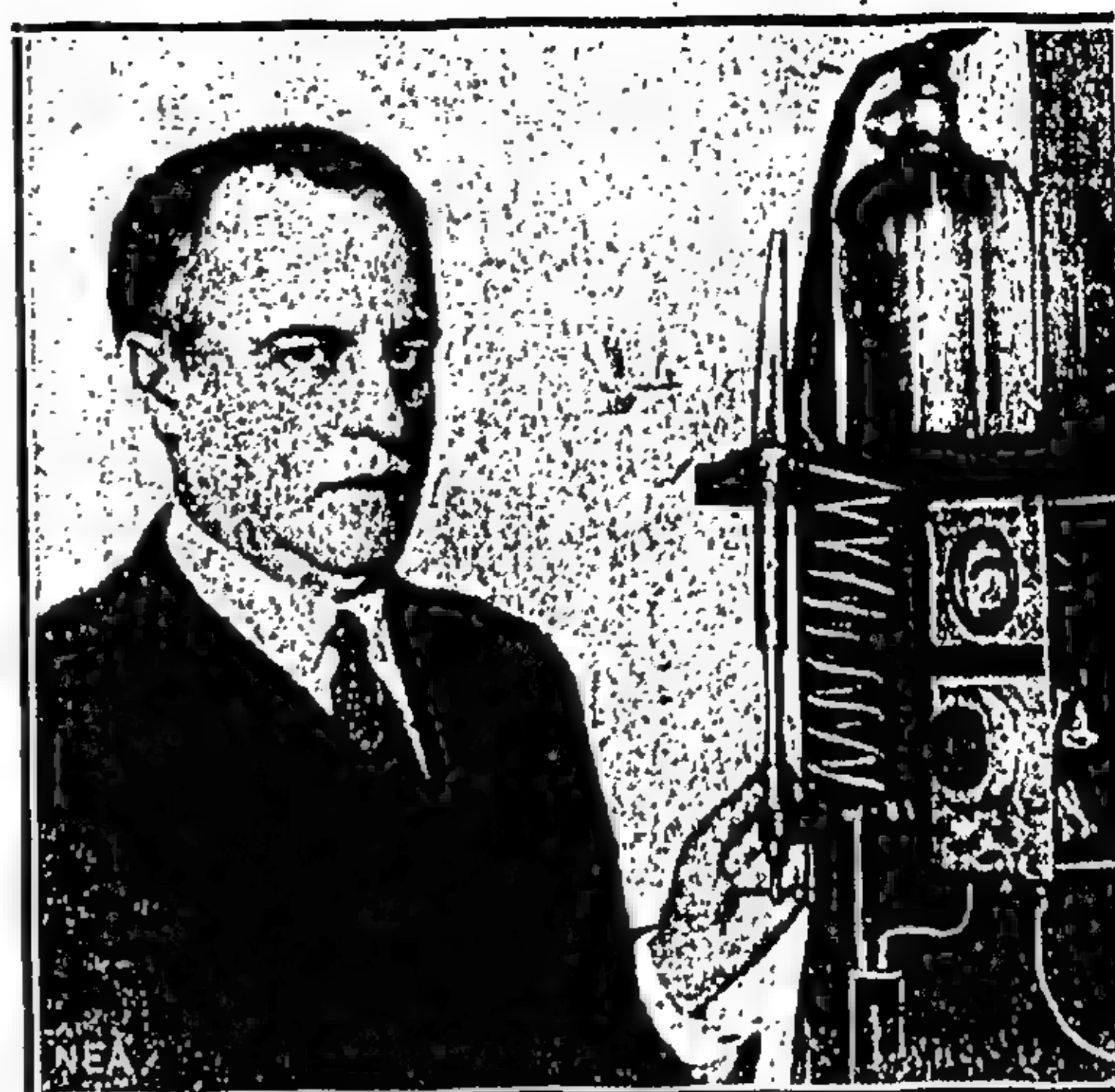
The Value of Comparison.

There is, I suppose, a certain amount of risk attached to the practice of driving other people's cars, and I know motorists who refuse to do it on principle. I, however, am not one of them. I appreciate the responsibility, but consider it worth while because I am convinced that one can only retain one's critical faculties by constant comparison.

It is really surprising how a deterioration of performance can pass unnoticed if one drives the same car day after day. There is no opportunity of comparing it with that of a similar car in better condition. One forgets what the car ought to do, and becomes satisfied with, or at any rate resigned to, an inferior performance which could be vastly improved if the engine were given the attention it is calling for.

Cars are becoming more efficient every year, and it would be absurd to expect a two-year-old to give an identical performance with one of the latest models, but the latter will give you a sort of ideal

FUEL SAVING DEVICE.



Dr. Miller Reese Hutchison operating test set-up of his fuel-saving device.

New York, Dec. 20.—An invention which, it is said, will result in about one-third fuel saving in automobiles and airplanes, eliminate the danger of poisonous exhaust gases, promote safety in airplane flights and increase the life of lubricating oils, has been tested here by its inventor, Dr.

Miller Reese Hutchison, engineer and personal representative of Thomas A. Edison, says the device actually gives a quantitative analysis of the exhaust fuel gases from the engine to which it is attached. By noting the amount of unburned fuel passing out of

the exhaust, the driver or pilot may adjust the carburetor for better gas consumption.

The invention can be attached to the dash of any car or plane without any extra equipment except an auxiliary air valve on the intake manifold of the engine. This is necessary so that the driver can inject more air into the carburetor as the indicator of the device shows carbon monoxide in the exhaust gas.

By thus eliminating waste fuel and dangerous carbon monoxide, Dr. Hutchison believes greater safety will be brought about in the operation of motor vehicles.

Through the increase in miles per gallon brought about by better adjustment of carburetors, the inventor thinks flying will become safer.

It will also increase the pay load of huge freight carrying planes. Dr. Hutchison points out. With one-third of the ordinary fuel consumption saved and its weight left on the ground, the increase in pay load will run from 150 to 200 pounds.

Dr. Hutchison also believes the life of lubricants used in auto and plane motors will be prolonged to nearly twice their present duration. Under ordinary conditions, he explains, with so much waste fuel being forced into cylinders, much of it gets past them and into the oil diluting it. By cutting down this waste through perfect carburetion, this would not happen.

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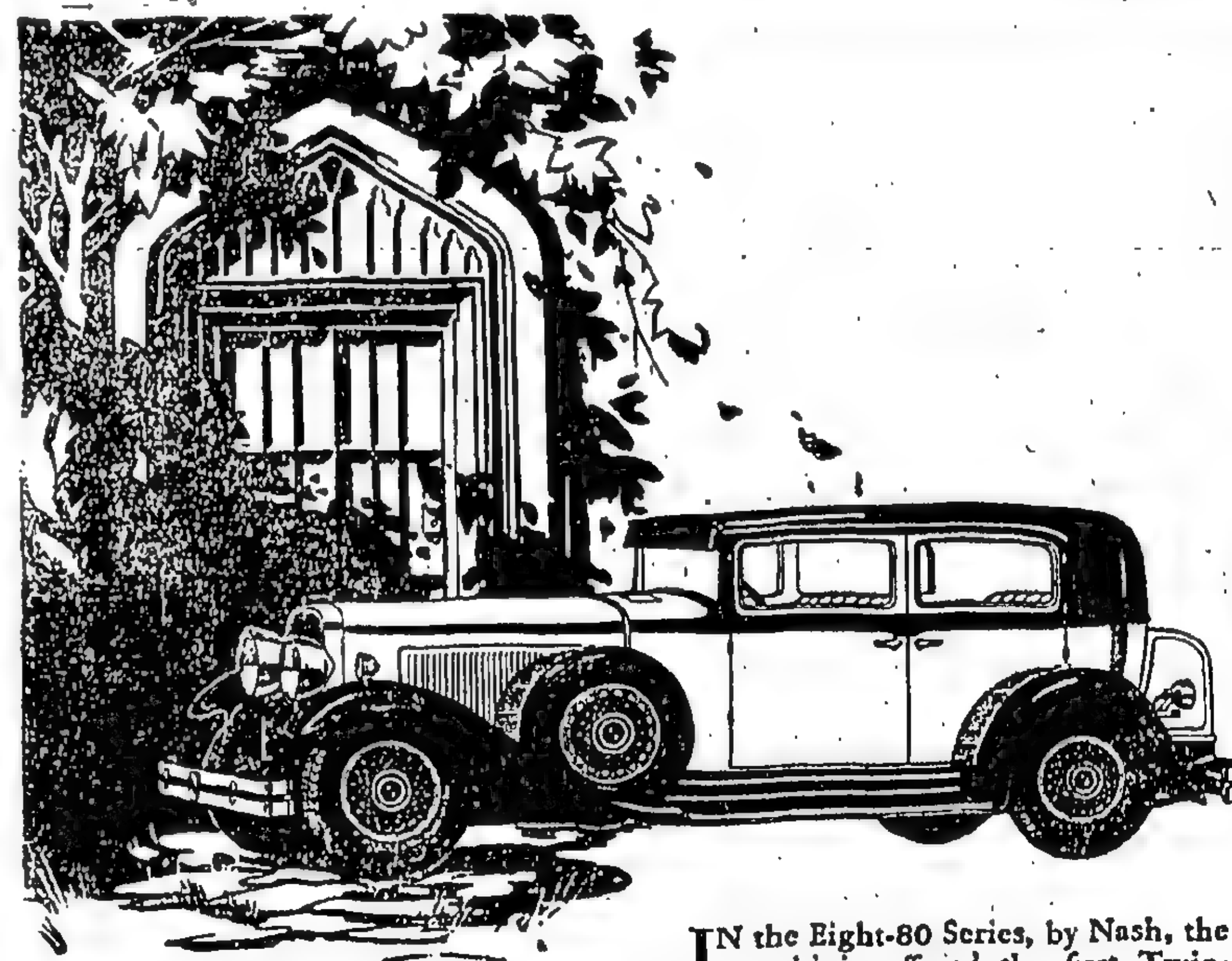
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STRAITS FOOTBALL
SENSATION.ASSOCIATION SECRETARY
SENT TO GAOL.

CRIMINAL BREACH.

Singapore, Jan. 8.
Arrested at 10 o'clock this morning by Detective Inspector Byrde, Capt. G. L. Harries, secretary of the Singapore Amateur Football Association, pleaded guilty to two charges of criminal breach of trust and was sentenced to six months' rigorous imprisonment by Mr. G. C. Dodd, the Singapore Criminal District Judge.

On the accused pleading guilty, Mr. E. Tongue, head of the Singapore Detective Branch, stated that he was arrested on a warrant, the amount involved being \$706.50. Mr. Tongue said that Harries had been employed by the Association at \$7.48 per month for the past four years and he was responsible for the gate collections, among his other duties.

In September last year, Mr. Tongue said, a sum of \$616.50 was sent to him by Messrs. Robinson and Co., Ltd., representing advance sale of tickets for the Singapore vs. Selangor match. This amount he misappropriated. The same month he drew a cheque for \$150 for petty cash and used the money himself.

Mr. Tongue said that in November last year the S.C.C. sent in a cheque for \$40, being ground rent, and this amount was also misappropriated by the accused.

Mr. Tongue added that the Association did not wish to press the charge.

CORRESPONDENCE.

Cruelty Case.

[To The Editor of Hongkong
Telegraph.]

Sir,—Referring to your article in your issue of the 14th inst., and the correspondence by Maude Woods appearing in your issue of Thursday concerning the dog-roasting, I desire to say something to clear the misunderstandings.

According to my analysis, both you and your correspondent tried to bring home two charges—first, that the Magistrate was wrong in consenting to the case being withdrawn, and secondly, that it was a case of gross cruelty beyond argument.

The answer to the first charge is very simple. On the strength of a veterinary certificate as the results of the careful and accepted form of an examination, i.e., post-mortem examination, and on the application of the Prosecuting Police Officer, the Magistrate, according to the usual practice, had no alternative but to dismiss the case. He could not very well disregard this certificate, which always bears so much weight in English Courts of Law.

The answer to the second charge is also very simple. Both you and your correspondent ignorantly of the method by which a dog is killed for food and this ignorance was the cause of all the unsound criticism. The writer is a member of that section of the Chinese community, who regard dog meat as a delicacy and he is therefore well qualified to say correctly how a dog is slaughtered and prepared for food. The process of the slaughtering and preparation is briefly as follows:—

1st stage:—The animal has first to be killed by one of three methods,—hanging, drowning or by being hit on the head with heavy blows.

2nd stage:—The lifeless carcass is then dipped in very hot water to enable the hair to be scrapped off easily.

3rd stage:—The hairless carcass is then held over a burning fire produced by a heap of straw or grass or other inflammable material in any convenient spot. This burning (which was wrongly interpreted as "roasting") and perhaps was the cause of the misquoting of opinion is not intended to cook the animal but to help improve the smell and taste of the food ultimately to be prepared, the smell of the meat otherwise being obnoxious.

4th stage:—The carcass is then ready to be opened and cleaned up to be prepared for food.

In conclusion, I wish also to say that the Magistrate was not wrong in allowing the case to be withdrawn and that the dog was lifeless when the police constable came to the spot. In any event, it frequently happens in our Courts that the opening statement of facts by the prosecuting officers is not borne out by the evidence subsequently given on oath. In this particular case the evidence of the Indian constable might have been to the effect that he heard a dog squealing, but whether or not it was the dog is another question.—Yours, etc.

DOG-EATER.

PLENARY SESSION
SPEECHES.

(Continued from Page 1.)

of India, some of whom would inevitably look askance at the Federal idea, which must not be forced directly or indirectly on any one of them. They must be secured in their rights, and their privileges with the British Government must remain unaltered until they themselves voluntarily agreed to change. Personally he believed a scheme of Federation would be devised which he could accept, but till the scheme was before him he preferred not to give an opinion.

Mr. Basu's Complaint.

Mr. Basu complained that the decisions about which there had been the largest measure of agreement, in many respects fell short of the ideal cherished by a large section of the Indian people. He also expressed the view that communal differences and the question of minorities had been discussed in a manner which ignored that the different communities in India had been used to living with one another in amity every day of their lives for many centuries.

There were occasional clashes, he said, but they infrequent and infinitesimal when compared with the number of amicable contacts.

Better Indian Position.

The Maharaja of Dholpur said the spirit that had animated the Conference was a spirit by which all the problems of India could be solved, and he would not be surprised if one of the greatest gains which have accrued to India during the conference should prove to be the better understanding between the Indian States and British India.

European Views.

Colonel Gidney said that owing to the fact that Hindu-Muslim controversy was still unsettled and that his brother Indians refused to recognise the vested and commercial interests of Europeans, they were still in the land of conjecture.

Mr. Gavin Jones said that the great problem of India could only be solved by the Federation of All-India, and, although the Indian States presented great difficulties, the problems in British India were far greater because they had still to create their constituents to the States.

The British Parliament had, he thought, forced upon India at a too rapid pace democratic institutions for which they were not prepared.

The Franchise Sub-Committee's report was too vague and he urged that Second Chambers should, without doubt, be introduced in the development of Provincial States.

Great Advances.

Doctor Shifnat Ahmad Khan, while suspending judgment on the work of the Federal structure committee, believed the work of the other committees when analysed, and properly digested, would be found to have made great advances.

Mr. Shiva Rao criticised the proposals for a Constitution which kept labour legislation outside the jurisdiction of the Federal Legislature, and was based on a very restricted franchise.

Ramachand Rao said the results attained so far had received the willing assent of thinking people in India. The Conference had evolved a Constitution from which many deviations would be necessary, but he trusted that whatever might be done in the future the essential framework would remain. He urged that the further progress of the work of this Conference should be done with a minimum of delay.

Optimistic Mood.

Concluding, he said he was in an optimistic mood, and believed the whole of the scheme would be well received in India, provided adequate safeguards and transitional arrangements were made for the responsibility to be transferred as early as possible.

Sardar Ujjal Singh said the conference had achieved a large measure of success in many directions. Opinion in India would have a great influence in bringing the proposals to final shape by which the legitimate aspirations of the people of India would be satisfied. The Princes had wholeheartedly associated themselves with Indian feeling, and the essential result of the conference was that, with the exception of defence and foreign affairs, the responsibility of the Executive to the Legislature in all other spheres was complete. The safeguards need not frighten anyone. He hoped that in India the scheme would be discussed, and opinions expressed on it, in a spirit of goodwill and in an atmosphere of peace.

The Lahore Outrage.

When the Conference reassembled to-day the Aga Khan as Chairman of the British India Delegation, and the Sikh delegate, Ujjal Singh, expressed deep abhorrence of the Lahore outrage, in which the wife of Captain Curtis was killed and his two children wounded by a Sikh. Sincere sympathy with the bereaved

PEKING LEGATION
TRANSFER.MR. C. T. WANG TO TAKE
UP QUESTION.

SOVIET PROBLEM.

Tientsin, Jan. 16.

With the intention of discussing extrajudicial questions and the suggested removal of the Legations to Nanking, the Minister of Foreign Affairs, Mr. C. T. Wang, is leaving for Peking this afternoon.

Mr. Wang had two conferences with General Chang Hsueh-liang while here, but owing to the delay in the arrival of General Mo Teh-hui, the chief Chinese delegate attending the Moscow Conference, they were unable to discuss the Sino-Soviet issue which the Manchurian ruler is most desirous of settling.

The Foreign Minister has arranged a meeting with the United States Minister to China and the Italian Charge d'Affaires to-morrow morning. The Peking Legation authorities have arranged a banquet in honour of Mr. Wang.

Appropos of the suggested removal of the Legations to Nanking, Mr. Wang will take to Peking plans of the contemplated new quarters at Nanking which have been prepared by the Nanking Reconstruction Committee and Foreign Ministry officials.

Mr. Wang will seek the opinions of the Ministers of the Powers on the estimated amount to be assigned for the construction of the new buildings and it is considered likely that the Nanking Government will offer to purchase the Legation buildings if removal to Nanking is agreed upon.

Soviet Issues.

Despite Mr. Wang's assurance that General Mo Teh-hui has not the least intention of resigning his post at the Sino-Soviet Conference, Japanese reports state that General Mo is disappointed at the lack of sincerity on the part of the Soviet delegates and their insistence on the terms of the Kharbarovsk Protocol and has tendered his resignation to the Manchurian Government, realising the numerous obstacles in the way of an early settlement of the Chinese Eastern Railway dispute.

A Manchurian official, Mr. Fan Chi-kwang, says the Japanese reports, is on his way to Harbin to see Gen. Mo.

On his trip back to Nanking, Mr. C. T. Wang intends to stop at Tsingtao and Weihaiwei.

Bandit Evil.

President Chiang Kai-shek has decided to make a second visit to Central China. He will go to Kiangsi, Hupeh and Hunan to supervise the anti-Communist expeditions in view of the inability of the Nationalist Divisions to effect a termination of the bandit activities in Kiangsi where notorious hordes under the Chu Teh are launching fierce counterattacks against the Government forces near Kianfu.

Meanwhile disturbing news from Hunan points to a revival of the Communist Army under General Li Ming-shui, an ex-Kwangsi Divisional Commander who turned Communist during the 1930 Kwangtung-Kwangsi war. General Li's followers have occupied Ningning and Ningming, two flourishing haunts in Southern Hunan and shows signs of sweeping on towards Central Hunan where many of the districts are weakly defended.

The Nanking Military Command has been instructed by Marshal Chiang Kai-shek to assign two Divisions of 10,000 men, consisting of the 43rd and 47th Divisions, for Kiangsi to assist the 18th and 60th Nationalist Divisions now on their way to reinforce Kianfu and Kishui. The 25th and 4th ex-Kuomintang Divisions have also been instructed to proceed to Kiangsi and join in the war.

ed was marked by the delegates standing in silence.—British Wire- less.

Other Views.

Mr. Hafiz Hidayat Tushain (Moslem) declared that the work of the Conference was indestructible. The Maharajah of Dholpur said the Conference laid the foundations of unity in India.

Shiva Rao said that Labour was not enthusiastic. They wanted a Statutory Declaration regarding the rights of Labour, adult suffrage, and adequate representation of Labour in all Legislatures.

Two delegates suggested the release of political prisoners in India who were not connected with any violent crime. This would create an atmosphere of goodwill for consideration of the proposals.—Reuter.

STABILISATION OF
SILVER URGED.

(Continued from Page 1.)

Gold thus became the sole international currency, and the silver coinage and bullion of the Far East automatically began to lose its value for purposes of foreign trade.

The Menace.

The second intervention of the bankers in the currency problem was the restoration of the British pound to its full face value in gold after it had fallen by one-third as a result of war expenditure. Other European currencies were stabilised at only fractions of their former worth. This action was good for British credit but bad for our export trade. Since we put the pound back on a gold basis in 1925, China's purchasing power was halved.

There is another menace in this steadily widening gap between the values of gold and silver.

If we cling to the gold standard, and so stop Asia from buying European goods, it is certain that she will make a move for herself. Then we should know what the Yellow Peril really means. European producers would be swamped out of existence by the cheap output of the Far East.

How can we stave off this danger?

One remedy is fast finding favour with financial experts. It is to restore silver to its old place as a standard of value.

International agreement would, of course, be necessary for this step, and influential bankers are urging that Great Britain, with her immense interests in Oriental silver-using countries, ought to lead the way.

Production Problem.

They propose that silver should be stabilised at about three times its present exchange value, even though it means making a great present of purchasing power to the Chinese, the Indians and all other holders of silver.

"But if you artificially raise the value of silver," say some people, "it will lead to a great increase of its production." All the better. We are all short of money—not as individuals only, but as nations. International trade has increased faster than the available supply of gold. We need a new standard of value to remedy a shortage of currency that is hampering and depressing trade. The great commercial expansion of the last century was largely due to the increase of currency due to the discovery of new goldfields.

Slaves to Gold.

At the present time, with gold as the sole international measure of value, every country tries to maintain its credit by keeping as large a supply of gold as possible. Rather than release its gold reserves into circulation a Government Bank will raise the rate of interest prevailing in its territory, and so handicap its national business life.

Although the British Empire is by far the largest producer of gold in the world, with an output of \$50,000,000 a year, the Bank of England last autumn had to raise its rate of interest to the crushing figure of 6½ per cent. at a time when trade was already severely depressed, in order to hold on to its stock of the one metal which at present has an international exchange value. What William Jennings Bryan said more than a generation ago of the United States is true of Britain to-day—we are being "crucified on a cross of gold."

It is folly for man to become the slave of his own machinery. Our out-of-date currency is one of the drugs that are holding back the wheels of international commerce.

The problem of production has been solved by modern machinery. Our difficulty now is with the problems of distribution and exchange. If our financial experts go deeply enough into the cloud of trade depression, they may find a silver lining which can be used to convert our present gloom into good fortune.

European Residents.

Calcutta, Jan. 16.

A meeting of the European Association has unanimously passed a resolution supporting the President's attitude regarding the Round Table Conference.—Reuter.

It was reported from Calcutta on January 15 that Mr. W. L. Travers, the President of the European Association, in a letter to the newspaper *The Statesman* expressed that journal's complaint that Mr. Gavin Jones, the British Indian delegate to the Round Table Conference in London, failed to represent British opinion in India in advocating responsible Government for the central administration. Mr. Travers repudiated the views expressed by Mr. Jones, and said he was ready to resign if the European Association disapproved of his letter.

THE PRINCE FLIES
TO PARIS.START OF LONG TOUR OF
SOUTH AMERICA.

PLANS FOR THE ANDES.

London, Jan. 16.

The Prince of Wales commenced his South American tour this afternoon when he flew to Paris in his own Puss-Moth plane, accompanied by Prince George.

The Princes leave Paris to-morrow night to join the liner "Orpesa" at Santander on Sunday.

On the next six weeks the Princes will travel extensively in the six chief countries of South America. They will cross the Andes at twelve thousand feet, using motorcar and mule, and they will spend a day sailing on Lake Titicaca.

The Princes will fly by air over sixteen hundred miles. The Prince of Wales has taken the cinematograph camera which he used in Africa last year.

While great importance is attached to the encouragement which the Royal visit will give to the great Trade exhibition designed to increase the sale of British goods, the *Times* describes the tour as "primarily an act of friendship towards the countries with which Great Britain has close and long established ties."

The Duke of York and Duke of Gloucester bade au revoir to their brothers at London, who were escorted by three Service planes.

The Princes are due to return from Rio de Janeiro, homeward, on April 12, arriving in England on April 23. Their luggage includes an aeroplane and a fleet of motorcars.

They are using the Prince of Wales' own Moth machine.—Reuter and British Wireless.

FANLING HUNT
MEETING.EXCELLENT PROSPECTS FOR
TO-MORROW.

[By "Ringtail."]

Judging by the big attendance at the last steeplechase meeting of the Fanling Hunt and Race Club, there is every indication that the sport has lost none of its popularity.

The Committee is looking forward to a greatly increased attendance for to-morrow's meeting, for some very interesting events are down for decision, and a capital afternoon's sport is assured to those who make this pleasant trip to the country.

Many new ponies will be making their initial bow to steeplechasing, and as some of these have big reputations on the flat, it will be very interesting to see how they compare with our tried "timber-toppers."

The Committee has arranged an excellent programme of six events, four steeplechases, one hurdle and one flat race, and as a field of five or more will face the starter in each event, there should be plenty to occupy the minds of punters in search of a mild flutter.

A new betting booth has been erected to accommodate backers and a big improvement has been made to the saddling paddock which is more convenient to the public, and is much larger than the old one. New stables have been erected and a strong support has been built outside the wire boundary in the public enclosure.

Good parking space is provided free, and refreshments can be obtained at the Palace Hotel Bar, which is on the course. My selections are:

1st Race.

Mr. Siegler
Diana
Furling Stag

2nd Race.

November
Marquis Hall
Royal Flush

3rd Race.

Target
Blue Boy
San Francisco

4th Race.

Shiny Pearl
The Partridge
City Hall

5th Race.

Duke of Niblung
Nugget
Fornleaf

6th Race.

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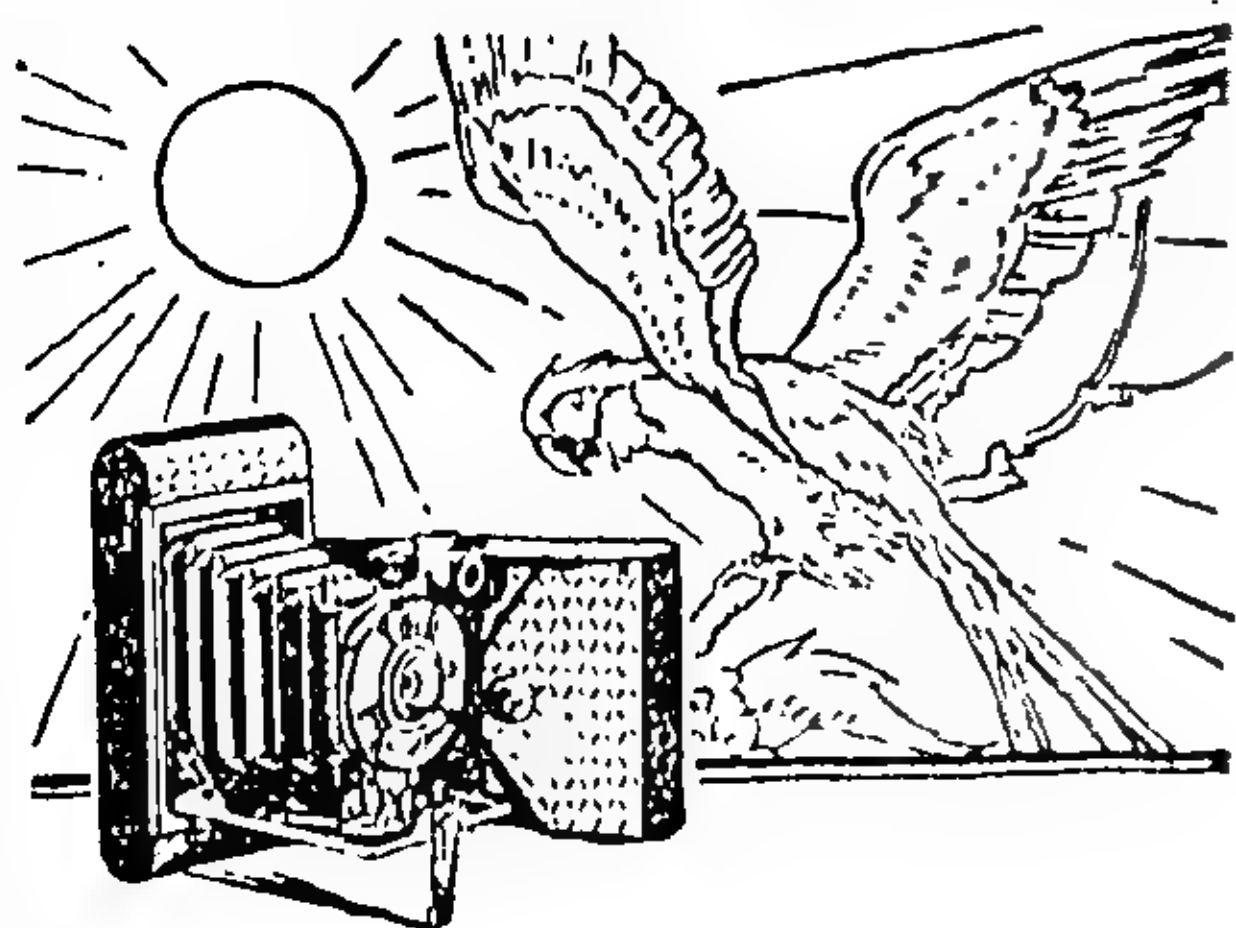
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ARGYLL SOLDIER DROWNED.

CROSS-COUNTRY RUN ENDS IN TRAGEDY.

Tragedy ended a cross-country run undertaken by several Argyll and Sutherland Highlanders yesterday, when Private John Marshall, aged 19 years, who had been in the Colony only three weeks, was drowned in the Kowloon Reservoir. Several of his comrades made gallant attempts to rescue him, but he floated into deep water. The body had not been recovered up to this morning.

"D" Company of the Argylls was returning from a run shortly before noon, and in single file were walking along the water's edge of the reservoir in the direction of the weir. Marshall was one of a crowd of about 20, who found it difficult making their way along the sloping bank. His foot slipped in the soft mud and one leg went in the water up to the knee, but he managed to regain the bank. A few yards further on his foot slipped again, and he fell into the water. He appeared to be in no immediate danger and most of the company proceeded, while half a dozen companions attempted to pull him out.

The bank at this place falls away quickly and is covered with thick soft mud, and soon Marshall was in difficulties. He could not swim, and his struggles carried him further away from the bank into much deeper water.

Rescuer in Difficulties.

Private Beaton, who was in the water, and although he managed to gain a hold on the drowning man, could not bring him to the bank. Soon both were in danger, and Beaton had to release his hold. Attracted by the splashing, Private Crane, a strong swimmer, and another comrade dived in from the other side of the reservoir and swam 100 yards to the spot, but Marshall had disappeared, and Beaton, who was weighed down by his clothes, was saved only in time.

The difficulties of regaining the body were added to by the fact that all the men had just completed a gruelling run up the hills, and were practically exhausted. Crane dived repeatedly but without success, and Lieut. Bramble, also a strong swimmer, stripped and spent some time diving.

Sgt. Madgwick, of the Shamshui-po Police Station, and a party of Argylls dragged the vicinity throughout the afternoon, but could not locate the body, and were forced to stop their efforts at nightfall. Further attempts will be made to-day.

Private Marshall was one of the latest additions to the Regiment, having arrived on the troopship *Nevassa* on December 29. His home is at Glasgow.

Private Crane, who made a valiant attempt at recovering the body, is a strong swimmer and holds a Royal Humane Society medal for rescue from drowning at the Isle of Wight some years ago.

SPORTING FIXTURES POSTPONED.

OWING TO DEATH OF MR. J. J. HIRST.

Owing to the death of Mr. J. J. Hirst, the Second Division football match between Kowloon F. C. and Eastern, fixed for this afternoon, has been postponed.

For the same reason, the cricket matches between the K.C.C. and Civil Service have been put off.

Mr. J. C. O'G. Anderson has taken over temporary charge of the Chinese Maritime Customs for Kowloon and District, from Mr. J. M. H. Osborne.

AS SWEDEN SEES BRITAIN.

TOO MUCH "LEISURE" AND "SLACKNESS."

A well-known Swedish journalist, Mr. R. Lindstrom, who has spent the last two years in England, and now publishes a book entitled "John Bull At Home," comes to the conclusion that Britain suffers from "leisure" and "slackness" in industrial organisation. His survey, which deals principally with British political and industrial life, is thoroughly sympathetic towards Great Britain, but also reveals features of British social life with which the author does not agree. Himself a Socialist, Mr. Lindstrom views with sympathy the unorthodox traditions within the Labour party, basing its politics on facts and not on Marxian doctrines, and he is interested to see to what extent the Church and religious sects have their followers within British labour. He is no friend of Mr. Maxton and Sir Oswald Mosley. The general interest taken in society news is also a subject which he cannot understand.

Concerning British industry, he thinks that the efficiency of the British workman is below that of the Swedish one, but on the other hand he points out that the British workman is handicapped by the far from modern equipment and organisation of British industry. He urges drastic rationalisation methods to enable England to compete with other countries.

Mr. Lindstrom, who was elected to the First Chamber of the Swedish Riksdag after his return, devotes some pages to the British Parliamentary machinery, which he thinks in itself a fine institution, but not altogether equal to the British Parliamentary machinery, which he thinks in itself a fine institution, but not altogether equal to the larger tasks of modern legislation.

A more general and less critical survey of British life is given in another Swedish Christmas book, "London Kaleidoscope," by Professor Johan Mortensen, who for some years has lived in England as a correspondent of a leading Swedish daily. The professor is in sympathy with the British race, and tries to explain the English habits and traditions to his compatriots.

CINEMA NOTES.

IALOGUE SCENE IN "NOT SO DUMB."

The "highest" accomplishment in the making of talking films may be credited to King Vidor, who took his "Not So Dumb" company up a mountain trail behind Flintridge, Cal., and obtained dialogue scenes with a panoramic background of the valley 2,000 feet below.

The scenes showed Marion Davies and Elliott Nugent seated in a parked roadster on the mountain top, blissfully regarding the beauties of nature spread before them and engaging in romantic dialogue, as young lovers are wont to do.

Vidor had the Metro-Goldwyn-Mayer travelling sound fleet augmented by a brace of caterpillar tractors to aid in negotiating the steep grades. Because of the rarity of the atmosphere in the high altitude, technicians had to make considerable adjustments in the delicate recording instruments before the scenes could be filmed.

Nugent and Raymond Hackett share leading male roles in the picture, which is a talking version of the famous stage farce, "Dulcy," Julia Faye, Franklin Pangborn, Sally Starr and Donald Ogden Stewart are included in the supporting cast. The picture is showing at the Queen's Theatre.

HOUSE-BREAKING AND LARCENY.

TWO CHINESE CONVICTED AT KOWLOON.

The hearing of the case against Chan Ming (21) and Chan Sik-tin (14) was proceeded with before Mr. Butters at the Kowloon Magistrate's Court, yesterday afternoon.

The defendants were charged with having, on December 21, broken into 293, Lai Chi Lok Road and stolen two rattan baskets containing \$24 in money, four gold rings, a pair of ear-rings and 85 pieces of female clothing the property of an amah. Charges of receiving were also preferred.

The first defendant was additionally charged with the larceny of a gramophone, valued at \$21, from Chan Ho, a photographer, living at No. 61, Nam Cheong Street.

Mr. F. X. D'Almeida (Jr.) appeared for both defendants and tendered a plea of "not guilty."

Outlining the case for the prosecution, Detective Sergeant Goodwin stated that about 2.45 p.m. on December 21, a Chinese detective on duty at the junction of Lai Chi Lok Road and Shanghai Street saw the two defendants approaching, each carrying a basket. He stopped the defendants and questioned them. The defendants put the baskets on the ground and the first defendant then bolted off. The detective arrested the second defendant and took him to the police station. Later, the man took the detective to 293, Lai Chi Lok Road second floor. The door was found to have been forced open and there was nobody on the floor. From inquiries made next door it was learned that an amah, occupied the floor, and that she had gone to the market to buy vegetables. The defendant then took the detective to 141, Tung Choi Street, where the first defendant was arrested. Eighteen pawn tickets were also found, one of which referred to the gramophone.

The first defendant said that he was walking in the street with the second defendant and when near the Mongkok market met a man, named Chan Yik-kwai, who asked them to carry the baskets to their floor. He said that Chan Yik-kwai stayed with them on the same floor, and that the pawn tickets belonged to him.

The second defendant said that he helped the first defendant to carry the baskets.

Mr. Butters convicted both defendants on the principal charge and the first defendant on the additional charge. He sentenced the first defendant to two months' and one month respectively, the sentences to run consecutively. The second defendant was ordered to receive twelve strokes, and to be deported.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.85 1/4	123.89
Geneva	25.0 7/8	25.07
Berlin	20.43	20.43
Oslo	18.16 1/2	18.16 1/2
Helsingfors	192 1/2	192 1/2
Athens	375	375
Buenos Aires	34 1/2	34 1/2
Shanghai	1/34	1/3
New York	4.85 13/32	4.85 1/2
Amsterdam	12.06 1/2	12.06 1/2
Stockholm	18.13 1/2	18.14
Vienna	34.52 1/2	34.52 1/2
Madrid	47.85	47.45
Bucharest	818	818
Montevideo	32 1/2	32 1/2
Hongkong	11 1/2	11 1/2
Brussels	34.83 1/2	34.83 1/2
Milan	92.74 1/2	92.72 1/2
Copenhagen	18.16 1/2	18.16 1/2
Lisbon	108.25	108.25
Prague	104	104
Rio	4 1/2	4 1/2
Yokohama	2/0.15/32	2/0.15/32
Bombay	1/5 1/4	1/5 1/4
Silver (spot)	13.5/16	13 1/2
" (forward)	13.7/16	13 1/2

—British Wireless.

TODAY
TO
MONDAY



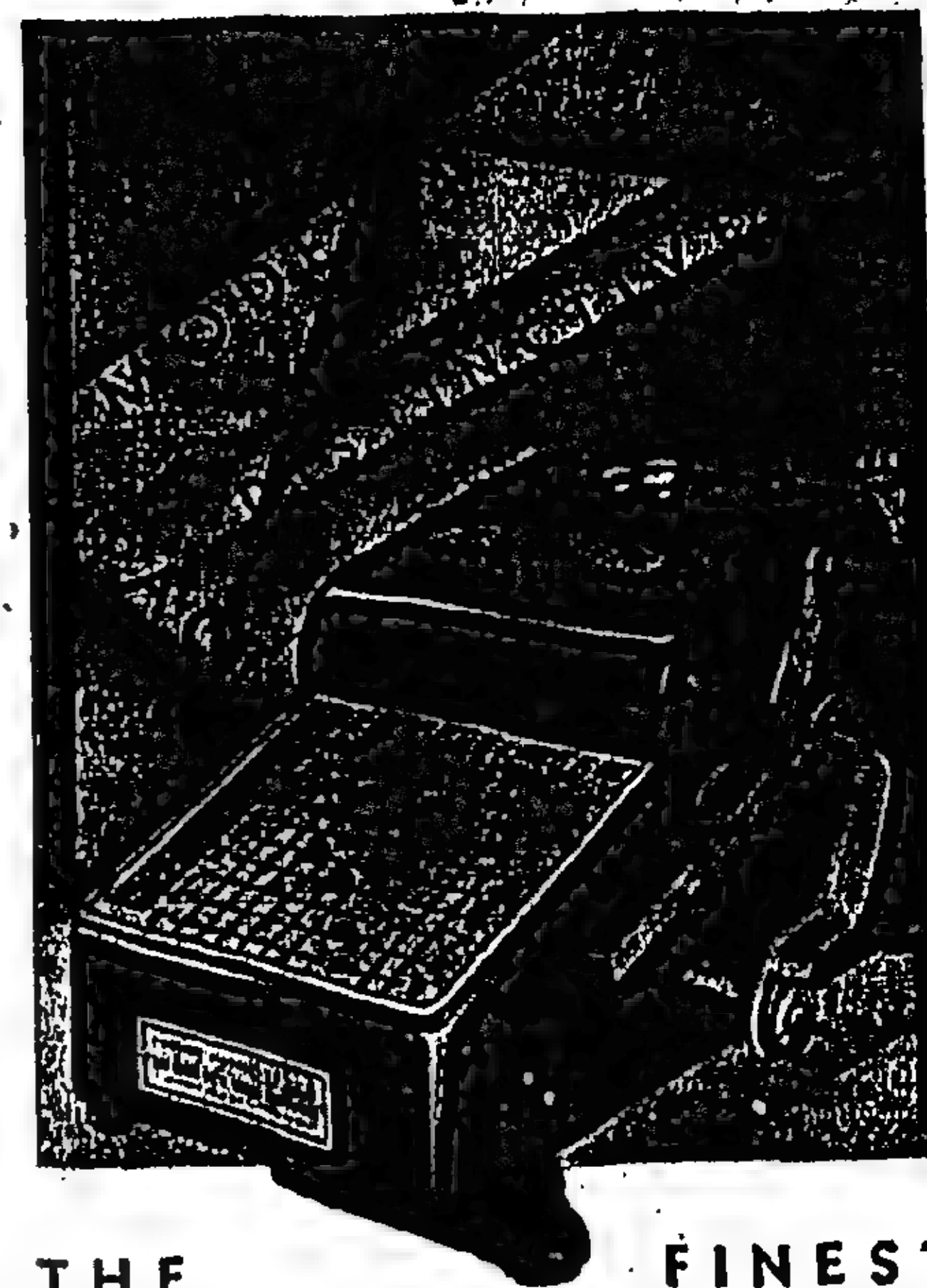
AT
2.30,
5.20,
7.20
&
9.20 p.m.



EDDIE BOWLING in
"The Rainbow
Man"

with Marian Nixon, Frankie Darro,
Sam Hardy and Lloyd Ingraham

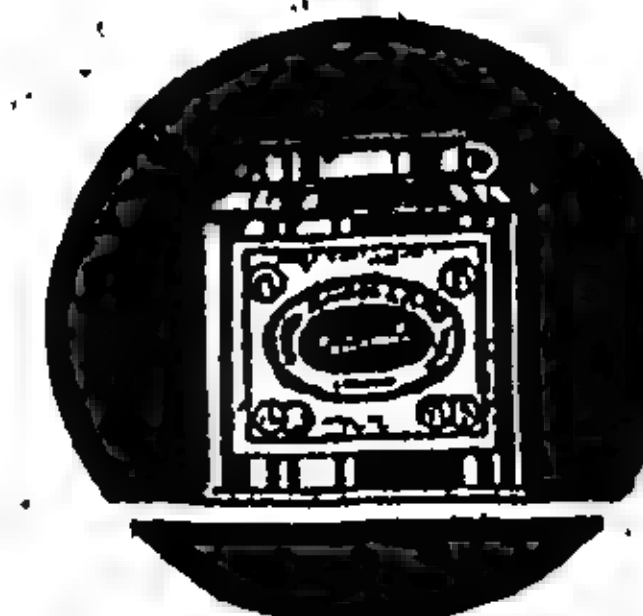
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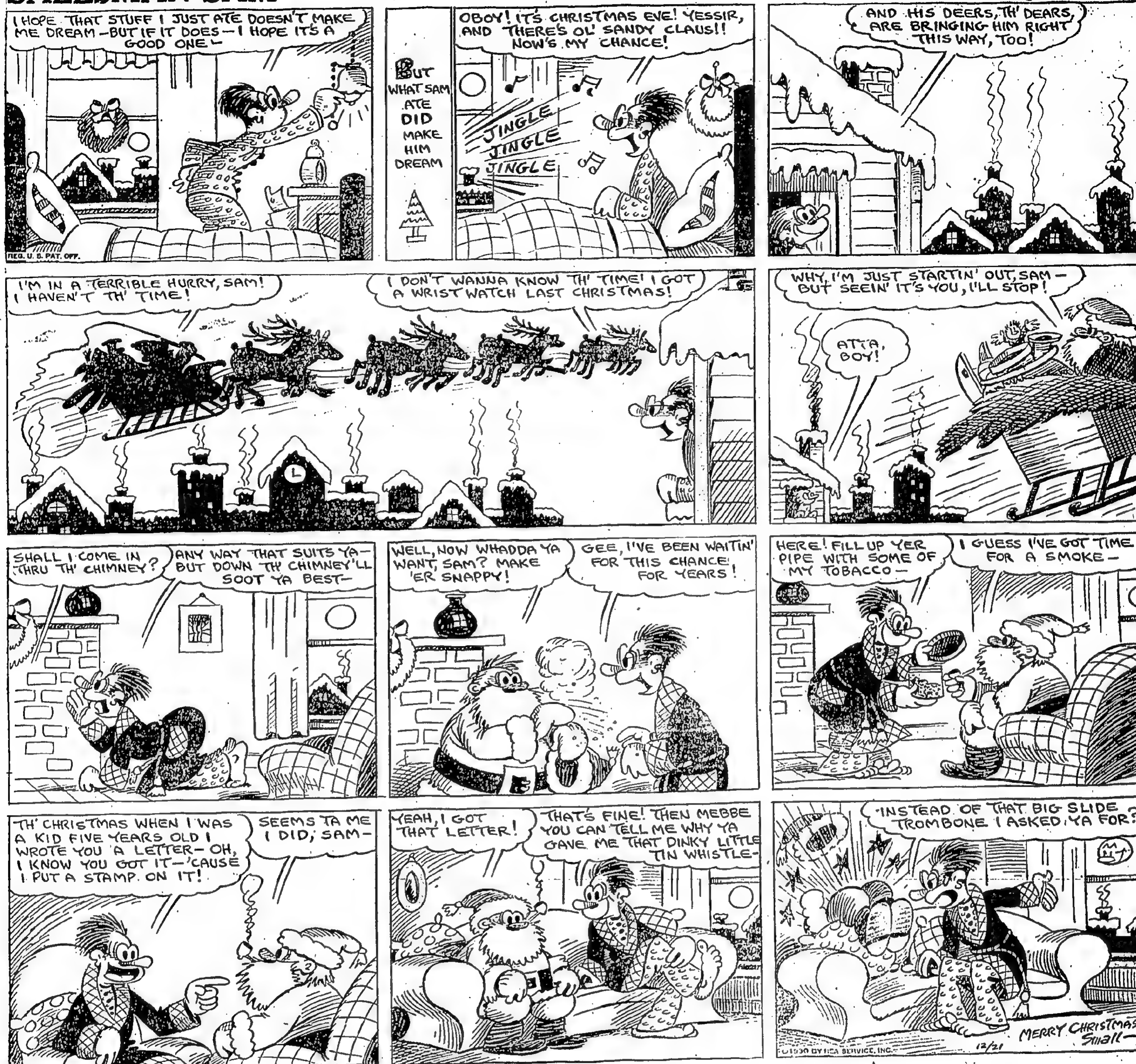
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Awama Maru	Wednesday, 4th Feb.	
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Hijo Maru (Leave from Kobe)	Wed, 21st Jan.
Hikawa Maru	Thursday, 12th Feb.	
LONDON, MARSEILL ES, ANTWERP & ROTTERDAM via	Singapore, Penang, Colombo & Suez.	
Katori Maru	Saturday, 24th Jan.	
Kashima Maru	Saturday, 7th Feb.	
SYDNEY & MELBOURNE via Manila & Ports.	Kamo Maru	Thursday, 22nd Jan.
Kitano Maru	Thursday, 19th Feb.	
BOMBAY via Singapore, Panang & Colombo.	Tottori Maru	Tuesday, 27th Jan.
Yamagata Maru	Friday, 30th Jan.	
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,	Los Angeles, Mexico & Panama.	
Ginjo Maru	Sunday, 1st Feb.	
SOUTH AMERICA (EAST COAST) via Singapore,	Capetown & Ports.	
Kawachi Maru	Saturday, 21st Feb.	
NEW YORK, BOSTON via Panama.	Atago Maru	Friday, 6th Feb.
LIVERPOOL via Port Said, Constantinople,	Genoa & Marseillon.	
Durban Maru	Monday, 19th Jan.	
Delagosa Maru	Sunday, 15th Feb.	
CALCUTTA via Singapore, Penang & Rangoon.	Akita Maru	Sunday, 18th Jan.
Rangoon Maru	Thursday, 29th Jan.	
SHANGHAI, KOBE & YOKOHAMA.	Lyons Maru	Monday, 19th Jan.
Penang Maru	Tuesday, 20th Jan.	
Hakone Maru	Friday, 23rd Jan.	
Kaga Maru	Thursday, 29th Jan.	
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TO SINGAPORE, PENANG & CALCUTTA.	Hosang Kutsang Yunsang	Mon. 19th Jan at 3 p.m. Mon. 2nd Feb at 3 p.m. Sat. 14th Feb at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kumsang Yunsang	Thurs. 22nd Jan at 7 a.m. Tues. 27th Jan at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Namsang	Tues. 3rd Feb at 7 a.m.
TO SANDAKAN	Mausang Yunsang	Sun. 18th Jan at noon Sun. 1st Feb at noon
TO TIENTSIN via SWATOW & TONGCHOW	Oheongshing Chipsang	Sun. 25th Jan at 7 a.m. Sun. 8th Feb at 7 a.m.

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LOCAL RADIO.

DANCE PROGRAMME FOR TO-NIGHT.

To-day's radio programme to be broadcast by Z. B. W. on a wave-length of 355 metres.

4.00-7.00 p.m. Chinese Studio Concert.
7.00 p.m. Stock Quotations.
7.00-11.30 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

Variety.

7.00-8.00 p.m.
Organ Solo-Father's Favourites.
Terence Casey. 5625.
Vocal Duet-Lady Here in My Arms.
Phyllis Dare and Jack Hulbert. 4226.
Song-Lady Atlantic Blues.
Phyllis Dare (Soprano). 4226.
Marimba Solo-Aloha Oe.
Xylophone Solo-Minuet.
Rudy Starita. 4782.
Chorus-Poor Old Joe (Foster arr. Fletcher).
Chorus-Hearts of Oak (Dr. Boyce).
Holme Valley Male Voice Choir. 4500.
Organ Solo-In Seventh Heaven (from "Say It With Songs").
Org. Solo-Little Pal (from "Say It With Songs").
Terence Casey. 5625.
Pianoforte Solo-Follow Through-Selections.
Billy Mayerl. 5605.

Vocal Duet-You Were Meant For Me.
Vocal Duet-Broadway Melody.
Layton and Johnstone. 5392.
Humorous Song-He's Tall, Dark and Handsome.
Sophie Tucker. 4942.
Humorous Song-Burlesque-Doodle-Do.
Leslie Sarony. 5637.
Monologue-A Tale Of Other Times.
Norman Long. 5447.

Band Selections.

8.00-8.30 p.m.
Strauss March (Mezzacopi).
Band Of Friendship March (Rogan).
The Regimental Band of H. M. Grenadier Guards. 4359.
Sailor's Hornpipe.
Toe Dance (Delilah).
Highland Military Band. 4753.
Naval March.
Military March.
The Regimental Band of H. M. Grenadier Guards. 5471.
H. Bacio (Arditi).
Softly Awakes My Heart (from "Samson and Delilah") (Sant-Suens).
The Regimental Band of H. M. Grenadier Guards. 4028.
A Concert.

8.30-9.00 p.m.
Song-Just Because The Violets (Wendy and Russell).
William Hestline (Tenor). 5429.
Violin Solo-The Zephyr (Hubay).
Violin Solo-Valse-Blaette (Drigo-Auer).
Efteron Zimballat. 5314.
Song-The Jolly Miller (Traditional).
Edgar Coyle (Baritone). 5295.
Pianoforte Solo-Isoldina (Ducet).
Clement Ducet. 4860.

9.00-9.30 p.m.
Violin Solo-Porta (Raff).
The Kodak Male Quartette. 4805.
Violin Solo-Madrigale (Sinonetti).
Yvonne Curti. 5290.
Song-The Gay Highway (Lockton and Drummond).
Robert Easton (Bass). 5581.
9.00 p.m. Weather Report, Local Time, etc.

Orchestral.

9.05-9.30 p.m.
William Tell-Overture (Rossini).
(Dawn-The Storm-The Calm-Finale).
New Queen's Hall Orchestra. 5058.
Bal Masque-Valse Caprice (Fletcher).
Piaza Theatre Orchestra. 5403.
Three Dances from Henry VIII.
Bournemouth Municipal Orch. 5577.
Dance Programme.
9.30-11.30 p.m.
Fox Trot-Town Admiral.
Fox Trot-My Coquette. 5228.
Fox Trot-Did I Tell You.
Fox Trot-My Angel. 5023.
Fox Trot-To-day-To-morrow-For Ever.
Fox Trot-My Inspiration Is You. 5024.
Waltz-Enchantment.
Waltz-Why Is The Bacon So Tough? 5163.
Fox Trot-Rag Roll.
Fox Trot-Laughing Marionette. 5038.

Fox Trot-Up The River.
Fox Trot-That's The Good Old Sunny South. 5327.
Fox Trot-What A Wonderful Wedding That Will Be.
Fox Trot-Just A Night For Meditation. 5328.
Fox Trot-I Must Be Dreaming.
Fox Trot-Somewhere In Hawaii. 5224.

Waltz-Grieving.
Slow Fox Trot-When Eliza Rolls Her Eyes. 5280.
Fox Trot-Just Roll Along Having My Ups and Downs.
Fox Trot-Forty Seven Ginger Headed Sailors. 5042.
Fox Trot-Two Lips.
Waltz-Twelve O'Clock Waltz. 5077.
Fox Trot-The Song I Love.
Fox Trot-A Garden In The Rain. 5191.

Fox Trot-Juanita.
Fox Trot-Po-Ke-O-Ke Ohi! 5285.
Fox Trot-That's How I Feel About You.
Waltz-Someday, Somewhere. 5284.
Fox Trot-Hot And Heavy. 5205.
Fox Trot-Hot Bricks. 5205.
Fox Trot-The One In The World.
Fox Trot-I Don't Know Why I Do But I Do.
Slow Fox Trot-The Five O'Clock Girl-Who Did? You Did.
Fox Trot-Happy Go Lucky Bird. 5308.

Waltz-I'm Sorry. 4978.
Waltz-Again.
God Save The King. 11.30 p.m. Close Down.

TO-MORROW'S PROGRAMME.

To-morrow's radio programme to be broadcast by Z. B. W. on a wave-length of 355 metres.
11.00 a.m. St. John's Cathedral Service.
12.00 noon. Chinese Programme.
1.30 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
4.00 p.m. European Programme of Victor Records kindly supplied by Messrs. Tanne Fork Piano Co. Orchestral.

8.00-9.00 p.m.
Henz-Overture (Wagner).
Philadelphia Symphony Orch. 5024.
Gottterdammerung-Closing Scene (Twilight of the Gods) (Wagner).
Philadelphia Symphony Orch. 5025.
Afternoon of a Faun (Claude Debussy).
Philadelphia Symphony Orch. 5026.
Salome's Dance (Richard Strauss).
Philadelphia Orchestra. 7259.
Japanese Nocturne (Henry Richman).
Philadelphia Orchestra. 7260.
Liebesleid (Love's Sorrow) (F. Kreisler).
a. Serenade (Moszkowski) b. Aubade (Auber).
San Francisco Symphony Orch. 5802.
a. Norwegian Dance (Brieg) b. Swiss May Dance (Traditional).
a. Shepherd's Dance b. Children's Dance (German).
Victor Orchestra. 22171.
9.00 p.m. Weather Report, Local Time, etc.

9.05-10.00 p.m.
Violin Solo-Oavalia (Raff).
Misha Elman. 5093.
Song-The Nightingale And The Rose (Rimsky-Korsakov).
Song-Ave Marin (P. B. Kahn).
Rosa Bonelle (Soprano). 1459.
String Bass Solo-Minuet In G (Beethoven).
String Bass Solo-Valse Miniature (Koussovitzky).
Serge Koussovitzky. 1476.
Song-The Merry (Rogers-Nevin).
John McCormack (Tenor). 1458.
Pianoforte Solo-Prelude In E Minor (Mendelssohn).
Pianoforte Solo-A Prelude In B Minor (Chopin).
Pianoforte Solo-B. Prelude In G Major (Chopin).
Vladimir De Pachmann. 1459.
Song-Jacelyn-Angels Guard Thee (Berceuse) (Goddard).
Hilda Lashanski (Soprano). 1469.
Violin Solo-Rondo (Mozart Kreisler).
Violin Solo-Adoration (Feliz Borowski).
Rene Chémet. 7263.

Song-The Gateway Of Dreams (Callahan-English).
Song-Song Of The Night (Young-Waldrop).
John McCormack (Tenor). 1468.
Violin Solo-Scherzo-Tarantelle (Henri Wieniawski).
Violin Solo-La Ronde Des Lutins

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A resolution was passed by the Relief Commission for Returned Unemployed, petitioning the Provincial Government to negotiate with the Hongkong Government for the establishment of a temporary office in Hongkong, so as to facilitate their work in sending the returned overseas Chinese to Canton.

Upon receipt of the application, Chairman Chan Ming-shu is reported to intend to commission Mr. Wong Keung, chairman of the committee, to go to Hongkong for that purpose within the week.—Canton News Agency.

(A. Bazzini).
Jascha Heifetz. 5169.
God Save The King.
10.00 p.m. Close Down.

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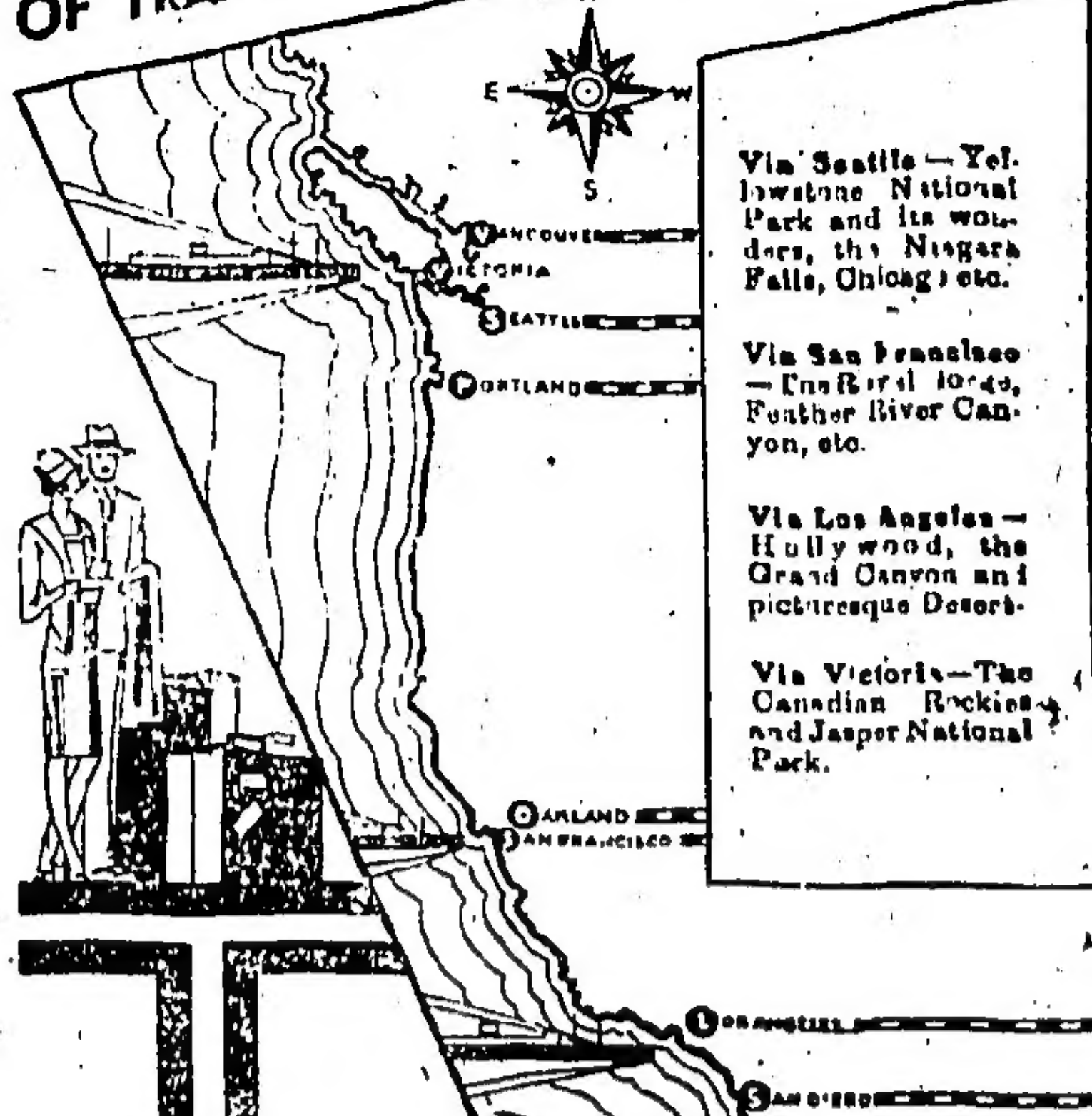
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Motor Vessel "GLENHSHIEL"	...	20th Jan.
Motor Vessel "GLENAMOX"	...	2nd Feb.
Steamship "CARNARVONSHIRE"	...	13th Feb.

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Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Japan	Feb. 5	Feb. 10	Feb. 12	Feb. 20	Feb. 27
Empress of Asia	Feb. 10	Feb. 15	Feb. 17	Feb. 25	Mar. 3
Empress of Canada	Mar. 5	Mar. 10	Mar. 12	Mar. 20	Mar. 27
Empress of Russia	Mar. 10	Mar. 15	Mar. 17	Mar. 25	Apr. 2
Empress of Japan	Apr. 1	Apr. 6	Apr. 8	Apr. 16	Apr. 23
Empress of Asia	Apr. 6	Apr. 11	Apr. 13	Apr. 21	Apr. 28
Empress of Canada	Apr. 11	Apr. 16	Apr. 18	Apr. 26	May 3
Empress of Russia	Apr. 16	Apr. 21	Apr. 23	Apr. 31	May 8
Empress of Japan	May 1	May 6	May 8	May 16	May 23
Empress of Asia	May 6	May 11	May 13	May 21	May 28
Empress of Canada	May 11	May 16	May 18	May 26	Jun. 2
Empress of Russia	May 16	May 21	May 23	May 31	Jun. 7
Empress of Japan	May 21	May 26	May 28	Jun. 5	Jun. 12
Empress of Asia	May 26	May 31	Jun. 2	Jun. 10	Jun. 17
Empress of Canada	May 31	Jun. 5	Jun. 7	Jun. 15	Jun. 22
Empress of Russia	Jun. 5	Jun. 10	Jun. 12	Jun. 20	Jun. 27
Empress of Japan	Jun. 10	Jun. 15	Jun. 17	Jun. 25	Jul. 2
Empress of Asia	Jun. 15	Jun. 20	Jun. 22	Jul. 1	Jul. 8
Empress of Canada	Jun. 20	Jun. 25	Jul. 3	Jul. 11	Jul. 18
Empress of Russia	Jun. 25	Jul. 1	Jul. 3	Jul. 11	Jul. 18
Empress of Japan	Jul. 1	Jul. 6	Jul. 8	Jul. 16	Jul. 23
Empress of Asia	Jul. 6	Jul. 11	Jul. 13	Jul. 21	Jul. 28
Empress of Canada	Jul. 11	Jul. 16	Jul. 18	Jul. 26	Aug. 2
Empress of Russia	Jul. 16	Jul. 21	Jul. 23	Jul. 31	Aug. 7
Empress of Japan	Jul. 21	Jul. 26	Jul. 28	Aug. 5	Aug. 12
Empress of Asia	Jul. 26	Aug. 1	Aug. 3	Aug. 11	Aug. 18

Call at Nagasaki the day after departure from Shanghai.
† Call at Honolulu on May 8, ‡ Call at Honolulu on June 5.

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G. METZINGER	20th Jan.	PORTHOS	20th Jan.
ANDRE LEBON	3rd Feb.	CHERONCEAUX	3rd Feb.
PORTHOS	17th Feb.	ATHOS II	17th Feb.
CHERONCEAUX	3rd Mar.	D'ARTAGNAN	3rd Mar.
ATHOS II	17th Mar.	ANGERS	17th Mar.
D'ARTAGNAN	31st Mar.	FELIX ROUSSEL	31st Mar.
ANGERS	14th Apr.	G. METZINGER	14th Apr.
FELIX ROUSSEL	28th Apr.	ANDRE LEBON	27th Apr.

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TAIKOO BALL.

SUCCESSFUL FUNCTION LAST NIGHT.

Amid a delightfully picturesque setting, two hundred and sixty revellers took part last night in the annual Taikoo Club Ball, a function which is rightly regarded as one of the outstanding features of the Colony's social programme.

As in previous years, hard working committees, with Mr. D. B. Bone at the head, left no stone unturned to make the function the success it was. Nothing was lacking in organisation, both the comfort of the guests and the pleasantness of their surroundings being carefully studied.

The decorations were quite an achievement. From the entrance to the club house, where over the bedecked lattice gate stood out prominently the illuminated sign of the Club, through the pathway and up to the main steps, fairy lights and gay bunting directed the guests to the hall. Red carpet was laid from the main entrance through the building to the ball room, and on either side and overhead was carried out a particularly artistic floral scheme, with roses predominating.

The same scheme was continued in the refreshment room and the "Dry Dock," whilst adjoining these two popular rendezvous, was arranged the Card Room. Flowers were profusely arrayed and additional effect was lent by the specially toned illuminations on all the tables.

From there, up the carpeted stairs, on either side of which were baskets of roses and coloured streamers, the guests made their way to the ball room and Ladies' Charet room, the decorating of which presented a charming scene.

Roses in sheaths and baskets of blue paper hung from the walls and were artistically entwined around the balcony of a blue background. Multi-coloured streamers floated across the ceiling and from the walls, whilst in the window sills stood pots of plants and flowers.

Forty Years.

Over the orchestra dais, hung the picture of the late Mr. J. Swire, founder of the firm and club, this being surrounded by the flag of Messrs. Butterfield and Swire and the Red Ensign. On either side were suspended blue pennants bearing the dates 1891 and 1931, showing the number of years the Club has been in existence. An ingenious arrangement was an illumination effect on the wall over the orchestra, by which the letters "T.C." stood out in mauve coloured lights, these later being used to indicate the number of the dance.

The orchestra was surrounded by pot plants and flowers, with fairy lights entwined to give added effect. The big lights in the room were shaded with coloured paper and it was under very pleasant conditions that the guests enjoyed their dancing.

Adjoining the ball room was a promenade, and close by, the charet room, where the illuminative and decorative scheme was

BUILDING ACTIVITY.

BLOCK OF NEW HOUSES AT CAUSEWAY BAY.

In connexion with building activities in the Happy Valley district, some twenty semi-European type residential houses of three storeys each, have been built on the site formerly occupied by the eastern factory of the Nanyang Tobacco Company, adjacent to the French Hospital and at the corner between the Caroline Hill Road and Leighton Hill Road. The property belongs to the French Mission and the architect is Messrs. Credit Foncier D'Extreme Orient, the contractors being Messrs. Man On.

A new street has been opened in connexion with the construction of this block of new houses, twelve of which face the Leighton Hill Road. It is understood that other parts of the former Nanyang Tobacco Factory on the same site will be demolished and some twenty more houses built soon.

These new houses are built of cement concrete.

continued.

The Unique Dance Orchestra was in attendance and selected a popular programme which included many of the latest numbers, to which the company danced its happy way through the closing hours of Friday night and the early hours of Saturday morning.

The entering, perfect in every detail, was carried out by Messrs. Lane, Crawford's, who arranged a special menu, forming another satisfying feature of the function.

The presence of the President of the Club, Mr. T. H. R. Shaw, together with Mrs. Shaw, was another contribution towards the success of the ball, and others who enjoyed the function were the two Vice-Presidents, Mr. A. R. H. Phillips and Mr. D. J. Shervell.

The Committees.

The unstinting work of Mr. D. B. Bone (Chairman of Committees) and Mr. J. Russell (Hon. Secretary) had its reward in the outstanding success which attended their efforts, and the members of Committees could also be well satisfied with the result of their labours.

The Committees were:—Decorations.—Messrs. J. Polson, R. Gray, T. Swan, B. T. Cunningham, T. Young, W. Warnock and T. Grimes (Convener).

Supper-room.—Messrs. W. Drummond, N. B. Adams, D. McColligan, J. Mitchell (Convener).

Bar.—Messrs. D. Bone, D. Munro and J. Polson.

Masters of Ceremonies.—Messrs. R. B. Bell, T. Stainton, C. B. Matthews, G. H. Stewart (Convener).

Ladies' Room.—Mrs. Polson. Card Room.—Messrs. G. McLeod and T. Grimes.

Reception.—Messrs. D. B. Bone, J. Mitchell and N. Drummond.

Cloak.—Mr. W. B. Adams. Chairman of Committees.—Mr. D. B. Bone.

Hon. Secretary.—Mr. J. Russell. The dance programme was as under.—

Extra Waltz, Bundle of Old Love

WATER RESTRICTIONS.

USUAL COMPLAINT TO CHINESE COMMISSIONER.

At a meeting of the Chinese General Chamber of Commerce yesterday, Mr. Chan Heung-pak, the Secretary, reported that letters had been received from Chinese complaining against the water restrictions imposed in the Chinese districts since Thursday. It appeared that throughout the winter Chinese would have to obtain water from street fountains.

The letters mentioned at considerable length the hardship involved in carrying water to the upper storeys in Chinese residences in the cold weather. The letters suggested that if the Government intention was to economise water it might be wise to arrange with the P.W.D. to permit a couple of hours' supply daily to all Chinese residences.

A member of the Chamber pointed out that much water was wasted in transportation from the street fountains to the upper storeys. A daily two-hour supply was hardly enough for the demands of the congested districts. The Chairman said that the suggested two-hour supply was previously discussed but opinion was expressed that such a supply might lead to quarrels between residents on different storeys. He promised to consider the matter with the Executive Committee.

BANK SUSPENSION.

ANOTHER FRENCH HOUSE IN DIFFICULTIES.

Nimes, Jan. 16.
The Banque Regionale Du Gard has suspended payments.—Reuter.

- Letters.
1. Lancers Highland Echoes.
 2. Fox Trot Loveable and Sweet.
 3. Fox Trot Happy Days Are Here Again.
 4. Waltz Molly.
 5. Fox Trot Should I.
 6. Eightsome Reel.
 7. Fox Trot Sing You Singers.
 8. Fox Trot Picking Peas Off O'Daisies.
 9. Waltz You'll Find The Answer In My Eyes.
 10. Fox Trot, 11.30 Saturday Night.
 11. Caledonians.
 12. Fox Trot Painting The Clouds With Sunshine.
 13. Fox Trot Chant of The Jungle.
 14. Waltz, It Happened In Monterey.
 15. Fox Trot All Quiet on the Western Front.
 16. Eightsome Reel.
 17. Fox Trot Okay Baby.
 18. Fox Trot Pick Up The Rhythm.
 19. Waltz When It's Springtime In The Rockies.
 20. Fox Trot Be Your Age.
 21. Fox Trot Song Of The Dawn.
 22. Waltz You're Always In My Arms.

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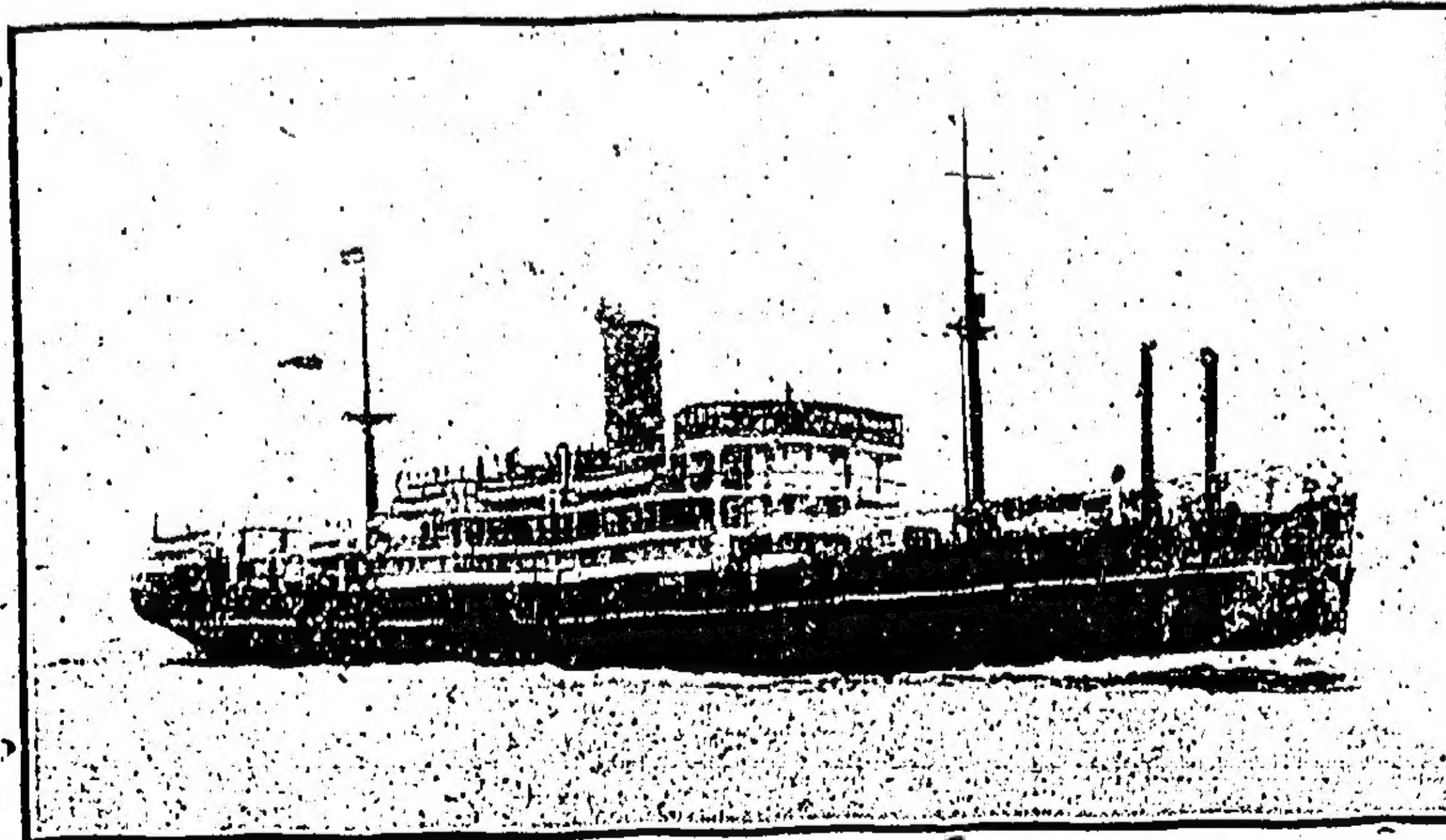
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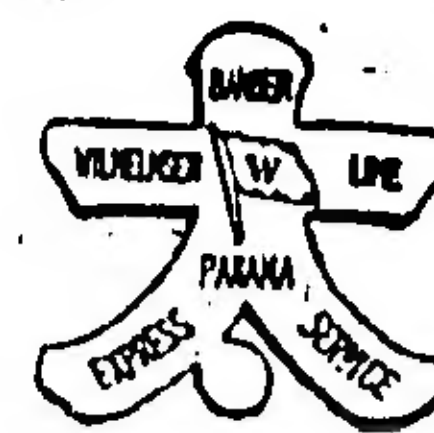


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† KASHMIR	8,855	17th Jan. noon.	M'les, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	31st Jan.	Bombay, M'les & L'don
* PERIM	7,640	7th Feb.	M'les, London, Hull, H'burg, Rotterdam & Antwerp
† KASHOAR	9,005	14th Feb.	M'les, London, Hull, Rotterdam & Antwerp
MALWA	10,580	28th Feb.	Marseilles & London
† KHIVA	9,135	7th Mar.	M'les, L'don, Hull, H'burg, Rotterdam & Antwerp
† KHYBER	9,114	14th Mar.	M'les, L'don, Hull, Rotterdam & Antwerp
† SOMALI	—	21st Mar.	M'les, L'don, Hull, H'burg, Rotterdam & Antwerp
RAWALPINDI	16,919	28th Mar.	Marseilles & London
* Cargo only.	—	—	Calla Casa Blanca.

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BRITISH INDIA-APCAR SAILINGS

* T. LAMBA	8,018	20th Jan. 3 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	6th Feb.	S'pore, Penang & Calcutta
TAKADA	6,949	25th Feb.	S'pore, Penang & Calcutta
* Calls Rangoon.	—	—	—

B. I. Appeal Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	6,853	31st Jan.	Manila, Rabaul, Brisbane, Sydney & Melbourne
T. NDA	6,956	28th Feb.	—
ST. ALBANS	4,501	1st Apr.	—

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Hong-Kong to Sydney—19 days.
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The P. & O. Royal Mail Steamers to London and
The P. & O. French Service of Steamers to London via Suez.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	9,135	25th Jan.	S'hai, Moji, Kobe & Yoko
M. LWA	10,980	31st Jan.	S'hai, Moji, Kobe & Yoko
LALIPORE	5,273	1st Feb.	Moji, & Kobe
KHYBER	9,114	14th Feb.	S'hai, Moji, Kobe & Yoko
† SOMALI	—	20th Feb.	S'hai, Moji, Kobe & Yoko
RAWALPINDI	16,619	28th Feb.	S'hai, Kobe & Yoko
KARALA	9,128	14th Mar.	S'hai, Moji, Kobe & Yoko
R. JUPUTANA	16,586	27th Mar.	S'hai, Kobe & Yoko
KALYAN	9,144	10th Apr.	S'hai, Moji, Kobe & Yoko
COMORIN	15,132	24th Apr.	S'hai, Kobe & Yoko
* Cargo only.	—	—	—

All dates are approximate and subject to alteration without notice.
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TAIPING	In Port	January 24th	February 7th	February 8th
CHANGTE	February 15th	February 16th	February 27th	March 1st
TAIPING	March 1st	March 2nd	March 15th	March 16th
CHANGTE	March 15th	March 16th	March 27th	March 30th

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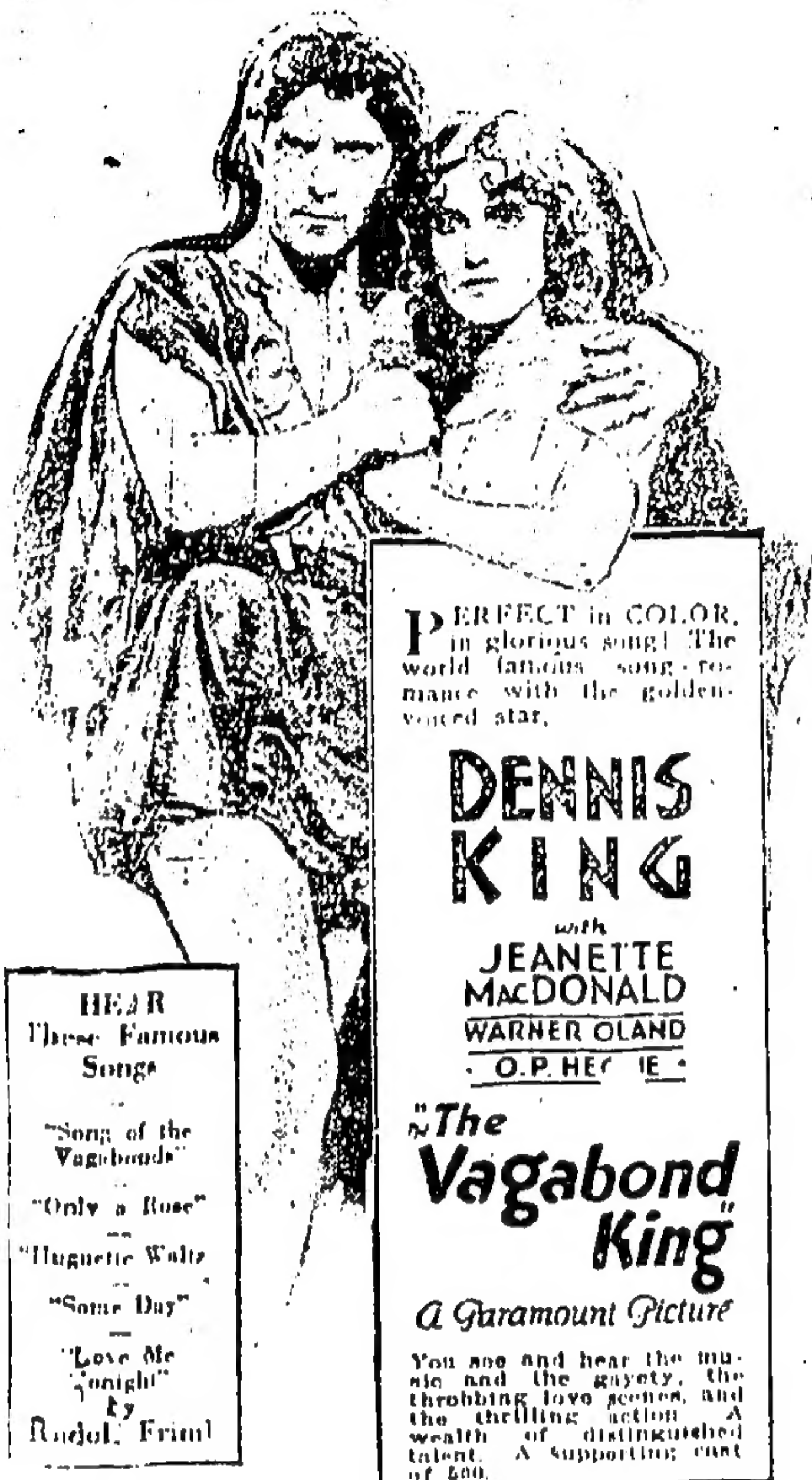
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ELECTORAL REFORM.

SWEETING CHANGE
INDICATED IN NEW BILL.

London, Jan. 16.

A sweeping change in the
electoral system is provided by
the Representation of the People
Bill, the text of which has just
been published.
It prescribes that voting be

by the method of the alternative
vote, lays down a division
of double-member constituencies,
except in the City of London,
abolishes plural voting and the
University constituencies, and
severely restricts the use of
vehicles to convey voters to the
poll, and reduces the legally per-
missible election expenses to ap-
proximately twenty per cent.
Reuter.

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POLICE WARFARE IN INDIA.

HEAVY CASUALTIES IN PATNA AND BOMBAY.

SHOOTING NECESSARY.

Bombay, Jan. 16.
Armed police were obliged to open fire upon a meeting of mil-
lions in the Pagel area, and two
persons were wounded. Thirty
were injured during a lathi charge
by the police upon a prohibited
meeting taking place on the
Maidan.

Trouble occurred in the city all
day, nearly a hundred people being
sent to hospital as a result of
police lathi charges arising from a
hartal declared as a protest against
the execution of four condemned
men implicated in the Sholapur
riots last May.

Nearly all the mills are closed,
and 140,000 mill workers have
struck for the day.

The entire police force of 5,000
is mobilized, together with two
companies of the East Lancashire.

The Bombay Government had
previously issued a warning
against today's activities, which
have been organized by the local
Congress "war council." Reuter.

Pana, Jan. 16.

Four were killed and several
injured on both sides as a result
of police firing to check serious
rioting in the Manbhum district.
Reuter.

UNMARKED MEAT.

SEIZURE POWER TO BE
REPEALED.

The Draft is issued of an
Ordinance to amend further the
Public Health and Buildings
Ordinance, 1903, and an enactment
referring thereto.

The object of this Ordinance is
firstly to repeal section 70 of the
Public Health and Buildings Or-
dinance, 1903, which authorised
the seizure of unmarked meat and
which is unnecessary, as such
meat may be lawfully sold and
consumed in the Colony which
does not bear the official mark of
the Government slaughter houses;
and secondly to repeal section 82
of the Ordinance as enacted by
the amending Ordinance of 1928,
(No. 19 of 1928, s. 8) and to sub-
stitute two sections thereof based
partly on that section and partly
on the sections it replaced.

These sections deal with the
sale, possession, inspection,
seizure and destruction of un-
wholesome food.

The reference to section 82 of
the Public Health and Buildings
Ordinance in section 30A of the
Summary Offences Ordinance is
deleted because it is not consid-
ered necessary and because the
penalty has been increased. So
far as the power of arrest given
by that section is concerned sec-
tion 27 of the Police Force Or-
dinance (Ordinance No. 11 of
1900) provides all that is consid-
ered necessary.

INDUSTRIAL SCHOOL EXTENSION.

PLAN TO USE ABERDEEN
PAPER MILL.

An Ordinance to provide for the
incorporation of the Procurator in
Hongkong of the Salesian Society
is shortly to be introduced.

The Salesian Society controls and
manages a number of Schools and
Missionary Stations in South
China. The Society directs and
maintains in the Colony the St.
Louis Industrial School at No. 179,
Third Street, West Point.

The Society is in negotiation with
the Government of Hongkong with
a view to obtaining a lease of the
building and ground known as the
Aberdeen paper-mill for an exten-
sion of their work, such as is now
carried on at West Point.

In order to secure perpetual suc-
cession and the other advantages of
incorporation it is proposed that
the Procurator in Hongkong of the
Salesian Society be incorporated as
a Corporation Sole and the Bill
now proposed follows in its main
lines other incorporation Ordi-
nances which have been passed from
time to time.

DRIZZLE OR MIST.

The local weather forecast up to
noon to-morrow is:—North-east
winds, moderate; fair at first, some
drizzle or mist later.

CANTON AVIATION PROGRESS.

AIR MAIL TO WUCHOW
INAUGURATED.

DAILY SERVICE.

Canton, Jan. 16.
At 9.50 a.m. to-day the Canton
Post Office dispatched its first air
mail to Wuchow. The first flight
is expected to reach Wuchow at
11.15 a.m. and the first air mail
from Wuchow to Canton is expected
to reach Tashatow at 2.30 when
it will be brought to the Head Office
in time to be sorted and despatched
by the 4.30 p.m. steamer leaving for
Hongkong.

The inauguration of this new
service was attended by the Postal
Commissioner, Mr. V. Stapleton-
Cotton, Mr. Su Yik-wun, District
Deputy Postal Commissioner, to-
gether with some of the senior
members of the postal staff who
were courteously received at the
main gate of the aviation grounds
where a Field Post Office has been
established to receive mail matter
which can be posted at the last
minute.

Air mails to Wuchow will be de-
patched daily, Sundays included, at
9 a.m. with one trip daily from W-
chow to Canton; and as soon as
conditions permit, this air mail
line will be extended to Nanning,
the capital of Kwangsi.

The Canton Aviation Bureau is
to be congratulated in the efficient
manner in which it is conducting
its air lines; it has a number of
well equipped planes, and to-mor-
row some 50 students will qualify
for their wings and be presented
with flying certificates.

The next important air mail line
under contemplation is the tempo-
rary air mail service between Can-
ton & Swatow, which later on will
be augmented by lines to Kiang-
chow, Pakhoi and Chungshan.

TENNIS SURPRISE IN INDIA.

AUSTIN BEATEN BY YOUNG
NEW ZEALANDER.

Calcutta, Jan. 9.
A large crowd saw India's best,
without sleep, meet the interna-
tional Club at Delhi.

Austin beat Bobb (the all-India
champion), 6-1, 6-3.

Andrews beat Shamsher Singh,
6-2, 6-8, 6-2.

Ahmad Hussain beat O'Hill, 6-4,
6-2.

G. P. Hughes (a visitor to India)
beat Horn, 6-2, 6-2.

Calcutta, Jan. 10.

H. W. Austin met his match when
he opposed E. D. Andrews, the New
Zealand, at Delhi.

Andrews won a gruelling match
2-6, 13-11, 6-3, thus reversing
the result in the recent match in
Calcutta, when Austin won in
straight sets.

Once against Austin's physique
let him down.

Ahmad Hussain beat G. P. Hughes,
6-1, 6-3.

WASH AMAH STEALS PERAMBULATOR.

SENT TO GAOL FOR TWO
MONTHS.

Wong Ng, a wash amah, former-
ly employed by Mr. C. Bewick, of
No. 31, Peking Buildings, Kow-
loon, was charged before Mr.
Butters, at the Kowloon Magis-
trate's Court this morning, with the theft
of a perambulator.

Detective Sergeant Poyntz said
the defendant was in the employ
of the complainant for a short
time, during which her work had
been very unsatisfactory. The
perambulator was found in a shop
in Portland Street, to which
the defendant had taken it,
evidently with the intention of

WORLD LECTURE TOUR.

THEATRE ROYAL,
HONG KONG
LAST PUBLIC LECTURE.

PRACTICAL PSYCHOLOGY

by
DR. P. FENNELLY, LL.D.,
(Past President British Association of
Practical Psychology)

To-morrow, Sunday, January 18th at 9.15 p.m.

"THE MASTER MIND—HOW TO DEVELOP PERSONALITY
AND CHARACTER."

A Lecture that teaches you how to develop will-power and personality,
overcome inferiority, increase efficiency, establish energy, restore initiative
and develop self-confidence.

PSYCHOLOGY IS THE VITAL MESSAGE OF THE AGE.

ADMISSION FREE

Collection to help defray
expenses

SUNDAY,

9.15 p.m.

SUNDAY.

WASH-OUT IN THE THIRD TEST.

HEAVY RAIN STOPS PLAY IN
THE AFTERNOON.

FIFTY-NINE FOR FOUR!

Durban, Jan. 16.
Heavy rain intervened to pre-
vent England from pressing
home their pre-lunch advantage
in the Third Test, which opened
at Durban this morning. At the
close of play, the score-board
showed 59 for the loss of four
wickets, South Africa adding
only eight runs after lunch.

A crowd of 2,000 saw the open-
ing in overcast weather, and a
virtual South African collapse on
a wicket described as good.
Duckworth made a brilliant
catch to dispose of Mitchell with
the score at fourteen, nine runs
later another magnificent catch
brought about Currow's dismissal,
and the wicket-keeper crowned his
achievements by snatching up a
catch from the dangerous Taylor.
All three catches were magnifi-
cently taken on the leg side. Only
23 runs had been scored when the
third wicket fell, Siedle crediting
himself with the majority.

When White was brought on
just before lunch South African
met with further disaster, Cat-
terall's balls being disturbed by
the Somerset skipper. Four for
51!

The players went into lunch
with the score unchanged, and
soon afterwards rain began to
fall. The resumption was delayed
for some time. During a tempo-
rary cessation, the field was
broken and Siedle and Cameron,
batting with extreme caution, put
on another eight runs, but before
sickly appeared, a very heavy
downpour put an end to play for
the remainder of the day.

Closing scores:

S. AFRICA.—1ST INNINGS.

Siedle not out	29
Mitchell, c Duckworth, b Tate	5
Currow, c Duckworth, b Tate	2
Taylor, c Duckworth, b Tate	3
Catterall, b White	11
Cameron not out	4
Extras	5
Total (for 4 wickets)	59

Fall of wickets:—1 for 14; 2 for 23;

3 for 33; 4 for 51.

To bats:—Denne, Quinn, McMillan,

Bell and Vincent.

ENGLAND:—Arthur Chapman,
Wyatt, Hammond, Leyland,
Henderson, Turnbull, Tate,
White, Tate, Allom, and Duck-
worth.

F.M.S. LOAN IN LONDON.

BIG LOCAL FLOTATION
ALSO ARRANGED.

Kuala Lumpur, Jan. 10.

The Federal Council at the next
meeting will be asked to au-
thorise the borrowing of £850,000
by the issue in London of F.M.S.
Government Treasury bills.

This does not mean that there
has been any departure from the
intention to raise locally the loan
of \$20,000,000 for which the ap-
proval of the Federal Council will
be asked at the next meeting. The
first instalment of that loan, prob-
ably amounting to \$800,000, will
be offered to the local investing
public in the latter half of
present year.

The issue of Treasury bills in
London merely precedes that loan
and is intended to meet temporary
financial conditions. The London
transaction has been arranged on
remarkably favourable terms.

getting new tyres fixed so that she
could pawn it for a larger sum of
money.

On the defendant pleading
guilty Mr. Butters imposed sen-
tence of two months' imprison-
ment.

AT THE QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

A LAUGH RIOT!



MARION DAVIES
KING VIDOR
production
with
Elliott
Nugent
Raymond
Hackett

NOT SO DUMB

HEARST

METROTONE

NEWS

SPECIAL ADDED ATTRACTION

THE COLOURTONE REVUE
"PIRATES"

BENNY RUBIN and a BEVY of BEAUTIES

TO-MORROW

Songs of Love

by that magnetic, gol-
den voiced star of
grand opera
DON JOSE MOJICA
This brilliant luminary has
appeal in every gesture
and beauty in every note
he sings

An all singing, dancing
Fox Movietone musical

which includes

Mona Maris

Antonio Moreno

Tom Patricola

Directed by
Marcel Silver



PROTECTION
with Dorothy Burgess Paul Page

AT THE **STAR**

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20